MOTOR RACING

Vol. 1—No. 7 — 2 — Los Angeles, Calif. — January 13-20, 1956 — Price 10c

NATION'S BEST GO AT TORREY

See Page 1

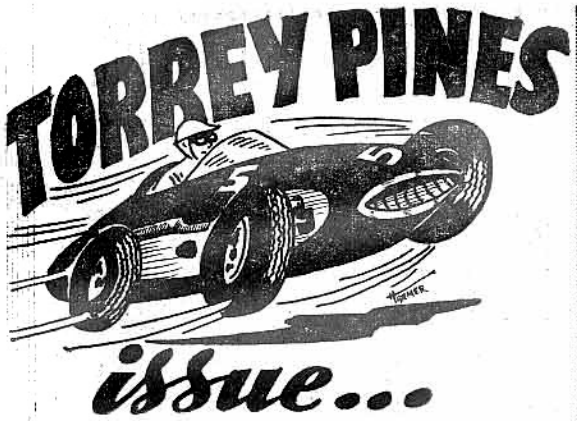
JIMMY DEAN—The late actor, killed in an auto collision, shown working on his Porsche prior to his first race at Palm Springs, which he won. On basis of only two films, his studio is still deluged with fan mail. Next issue, MOTORACING presents an exclusive, fully-illustrated story.

Vignolle & Powell

RACING HELD a terrific fascination for the late great actor, Jimmy Dean. His notable accomplishments during his few races, why he raced and what the sport meant to him, will be told in the next issue of MOTORACING. Watch for it.

626 'CYCLES ROAR IN ONE RACE!

See Page 1



Exclusive Dean Race Story In Motoracing

JIMMY DEAN and Gus V. Vignolle, editor of MOTORACING, struck up a friendship while the latter covered the few races in which the late actor genius competed. Dean divulged to Vignolle his thoughts on sports car racing at Palm Springs last spring.

In the next issue of MOTORACING, the Jimmy Dean Racing Story, fully illustrated, will be told for the first time. Don't miss it. It'll be in MOTORACING.

JIMMY DEAN

MOTOR RACING
January 13-20, 1956
Vol. 1—No. 7 Los Angeles, Calif. Price 10c

POSTEL CAPTURES BIG CYCLE GRIND

By Spencer Sprocket
Motorcycle Editor
(Photo on Page 3)

BIG BEAR LAKE, Jan. 8.—From a mammoth field of 626 starters, making it the largest motorized race in the world, Bill Postel, 23-year-old steel salesman from La Canada, today emerged the winner in the 151-mile 35th annual Big Bear Hare and Hound crosscountry motorcycle classic.

Astride one of the new English Triumph TR6 models, Postel, with only three years of experienced behind him, conquered some of the best riders in the country and finished three minutes ahead of James (Bud) Ekins, Hollywood, TR6, last year's victor.

The time was 4 hours, 7 minutes.

Following were Arvin Cox, Santa Monica, TR6; Larry Hester, Monrovia, Triumph T-110; Walt Axthelm, Pomona, BSA; Robert Sandgren, San Pedro, BSA; Howard Nicholson, Riverside, Triumph; Wilbur (Lammy) Lamoreaux, Glendale, Ariel; Buck Smith, Tujunga, BSA, and Bill Brokaw, Los Angeles, Triumph.

It was noteworthy that the first four finishers were astride Triumphs, and six out of the first 10 were Triumph riders.

RUGGED COURSE

Some 65 per cent of the course was over deep, heavy sand. Plodding in first or second gear, engines overheated and the going was at high RPMs owing to the prevailing heat. This factor, plus mechanical difficulties and the fact that many were unable to

Continued on Page 3, Col. 3)

LAST TORREY PINES RACES ATTRACT TOP U.S. TALENT

By Gus V. Vignolle
(Photos on Page 10)

Greatest field in the history of Southern California road racing is included in a whopping entry of 163 foreign and U. S. sports cars and some 200 men and women drivers who will see action in the seventh running of the Torrey Pines races Saturday and Sunday.

This will be the finale for the famed 2.7-mile seaside course near La Jolla, which will be converted into a golf course next month.

One of the highlights on Sunday, during the practice session that opens at 9 a.m., will be the appearance of Stirling Moss, England's No. 1 driver who arrived in Los Angeles last Monday after winning the New Zealand Grand Prix Saturday in Aukland.

The Mercedes-Benz pilot, who races for the Maserati factory this year, will drive one of Tony Parravano's cars, probably the 3-liter Maserati. He will go up against such talent as Phil Hill, Masten Gregory, Ken Miles, Bill Pollack, Ernie and Jack McAfee, Lou Brero, Pete Lovely and Ed Crawford.

There are many who claim that once this clan starts hitting it off,

(Continued on Page 10, Cols. 4-5)

Dave Davidson
WORLD'S BEST—Four of the entrants making up the star-studded field for the Torrey Pines road races Saturday and Sunday are these famous drivers. Left to right: Jack McAfee, Masten Gregory, Stirling Moss and Phil Hill. FIA rules prevent Moss from actual competition, but he will participate in pre-race practice Sunday morning with host of other aces. Photo taken at Jimmy O'Brien's Fireside Inn during welcoming party given for Moss, noted English driver, by California Sports Car Club. (Other photos, page 10)

Special Extra!

Because of the importance of a story due to break, it may be necessary during the next week to publish a Special Extra Edition of *Motoracing*.

Regular subscribers would receive their mailed copy.

The nature of the story cannot be divulged at this writing.

Moss Wins Two More

AUKLAND, New Zealand, Jan. 7.—Stirling Moss, England's great young driver, roared to victory here today in the 210-mile New Zealand Grand Prix behind the wheel of a 2.5-liter Maserati.

Following were Tony Gaze and Peter Whitehead, both in 3-liter Ferraris.

Moss also won a handicap sports car race in a Porsche Spyder. Next were Whitehead, Cooper Jaguar, and Gaze, HWN Jaguar, a special built by John Heath.

The Britisher departed for Los Angeles via Pan American World Airways.

(EDITOR'S NOTE: Moss arrived in Los Angeles Monday, and is quartered at the Beverly Hills Hotel.)

De Palma on Mend After Hospital Siege

Good news to the racing world is that Ralph De Palma, 73, speed great and winner of the Indianapolis 500-mile classic in 1915, is on the way to recovery at Huntington Memorial Hospital.

He underwent head surgery last fall and has been hospitalized since Dec. 18.

Surviving the operation, pneumonia and other complications, he was on the mend until 10 days ago, when his condition worsened. Then came the turn and announcement that he is doing well.

The veteran driver competed in 2889 auto races.

RALPH DE PALMA
Noted Driver Recovering

These Guys Are Hep!

WITH EACH succeeding issue, advertisers are finding out that it pays to bring their product or their service to the attention of the public through the columns of MOTORACING.

It goes without saying that MOTORACING'S skyrocketing readership is interested in automotive products, accessories and services. It's a ready-made market.

Those who have been on the outside looking in—with their schnozzles pressed against the window—might give this some thought, if they care to come to.

Meanwhile, check this imposing list of advertisers who have been in the fold—and finding it profitable—during the brief time that MOTORACING has been published:

Jack Berman's British Motor Car Co.
Blarney Castle
Brentwood Motor Co.
British Automobile Co.
British Auto Parts
Ray Brown Automotive—Foreign Car Service
Cal-Sales—Triumph TR2—TR3
Competition Motors Service, Inc.
Bill Corey Superchargers
Coventry Motors
Ralph Cutright Motors
Dean Van Lines
Bob Dalton's Restaurant
Buzz De Bardas—Insurance
The Doll House
Europa Motors
Gardner-Reynolds, Inc.—Dunlop Tires
General Petroleum Corp.
Vilem B. Haan—Auto Accessories
Hannig & Olbrich—Porsche-Volkswagen Service
Harco Mfg. Co.
Kizer Garage—Body Shop
Larchmont Travel Service—"Dusty" Mahon
Ernie McAfee—Imported Cars
Ernie Mohamed Phoenix Racing
Hal Moody's Tire Service
Olympic International Motors
Ossie & Reg—Foreign Car Service
Lucienne Paggi—Secretarial Service
Nick Pastor—Imported Cars
Parkhouse Motors—Foreign Car Service
Precision Motor Cars
Renault of France Auto (John L. Green, Jr., Distributor)
Road Racing, Inc.—Bill White
Road Racing Register—Drivers' Club
Riley Club
Rocco Bye Inn
Royal Wholesale Cigar Co.
Peter Satori—Imported Cars
Savin & Sons—Morgan Dealer
Michael Scott—Custom Metal Shaping
Selby-Yard
Sports Car Distributors, Inc.—Imported Cars
Tab Sportswear—Motoralls
Universal Saf-T Belts
Western Theatre—Racing Movies
Marion Weber—MG Mitten
Williamson Motors—Imported Cars
Curtis Wingett Imported Auto Transport
Bob Ray Woods—Renault Parts Depot
Zandt Carpet Co.

SORRY!

MANY READERS who received the past six issues of MOTORACING in the mail FREE, are now S-H-U-T O-U-T. The postman didn't deliver this isue to them . . . nor will he deliver any more to them.

UNLESS—

Attention is paid to a slight formality—SUBSCRIBING!

It's as simple as all that.

Six free copies is enough!

The Gravy Train has reached the end of the line!

Handy subscription blank on Page 3.

Evans Joins Cal Sales

Denis Evans, Hollywood, who enjoyed many race successes in England from 1930-38, last week joined the staff of Cal Sales here, West Coast distributors of the Triumph sports car. He will be in the parts department.

Official and life member of the British Race Drivers Club, the Englishman scored in races at Brooklands, Donington, Shelsley Walsh, Lewes, Brighton and Prescott, and in Edinburgh, Exeter, Lands End, Colmore Trophy and RAC rallies.

Evans, member of the California Sports Car Club, has officiated as course marshal at many CSCC races for nearly two years.

DENIS EVANS
Addition to Cal Sales

• Racing Pow-Wow

☆ ★ ★

HERE'S TRUE STORY ABOUT GOLD SUIT... OR DON'T YOU GO FOR THE FACTS, JOE V.?

By Maury Powell

SINCE POW-WOW'S recent column anent racing promoters, the writer has received word directly and indirectly that several people, misguided souls that they be, are somewhat irate.

I think they need straightening out, and will attempt to do so without losing my temper if Mr. L. C. Smith on the desk before me will lend a hand. What say, Smitty? You have the keys to the situation, so look sharp, boy!

MAURY POWELL

Actually, I was willing to forget the whole mess until a local contributor to National Speed Sport News went off the deep end and fell all over himself leaping to Gold Suit's defense.

This guy figured out, quite cleverly, who Gold Suit was, and named him by his full handle, thereby tripping me up completely. I'd thought I'd done a good camouflage job—but our hat's off to you, Joe Vollkommer!

Herr Joe, like certain others rallying to Gold Suit's defense, faced the actual case in point at Phoenix by every method except the direct one. They brought up all kinds of immaterial matters such as Gold Suit's long history of successful promotions (in which I must claim more than just a helping hand, since I set up his original pattern of campaigns back in 1946), his colorful attire (not guilty, your honor!), his honest advertising policies, the fact he shakes hands with all the drivers before a race and the fact that cameras seem to attract him like a magnet and he simply can't resist his mugging activities.

If you'll review the first column on this subject for a moment, you'll find I touched on none of these subjects. I merely said the guy had gotten out of line at another promoter's show in Phoenix; period and a few paragraphs.

The column absolutely was not written with malicious intent, regardless of what Gold Suit and his cohorts think.

It was intended as an EDUCATIONAL piece—a sort of preventive medicine type of thing before the patient required stronger therapy.

• • •

OLD GOLD SUIT JUST LOVES CAMERAS

I was discussing the matter recently with a photog and reporter for a large Los Angeles morning newspaper. Seems they had run into more or less of the same Phoenix-type situation while covering a certain widely-publicized motor event sponsored by a well-known petroleum firm. Practically had to get a fullback to run interference for them as the chap in question kept popping up every time they got set to take a picture!

They agreed the educational piece was quite in order.

Herr Joe also said Gold Suit was the only guy who could fill stadiums and so forth. This was not quite fair to Bill White, Tom Haynes, Harry Schooler and lots of other promoters who turn the trick with the right shows. Herr Joe intimated that only Gold Suit could fill the stadia consistently, present "lots of trophies" and "makes the fans stay at his races just a big enjoyable night and they want to come back for more, etc."

Herr Joe, you know very well there were a few shows with big name drivers and cars that DID NOT fill the stadia at Gardena, nor at San Diego recently. Let's face it, Joe, this guy was lucky to have the early "in" with AAA, and they have let him be the big wheel ever since he was ASKED TO RESIGN by the Western Racing Association in 1947, and just about HAD to go AAA in order to carry on his promotional activities!

Check with Bud Rose, a top WRA driver and official, if you want some pretty interesting details on Gold Suit's parting of the ways with WRA.

Given good weather, any promoter worth his salt can fill a stadium, if he had the blessing of AAA and was guaranteed the top cars and drivers. Old Goldie has enjoyed a pretty fair monopoly AAA-wise from the Rockies to the Pacific, and if he hasn't salted away a pretty penny from his promotions since 1948, we're way off base.

• • •

GREAT KNOWLEDGE ABOUT GARBAGE

Here are a couple more items we'll toss in just to make the dynamometer twirl:

FICTION: Gold Suit rescued me from starvation when he picked me up, that I was down-and-out, had no job and he made me what I am today. (Whatever THAT is!)

FACT: Quoting from my income records of 1945 and 1946, here are the accounts, quite substantial ones you'll agree, that I handled while free-lancing alone before I ever heard of Goldie—Hollywood Bears Pro Football Club, American Basketball League, Los Angeles Sportsmen's Show, Lincoln Park Stadium and Santa Monica Municipal Stadium short-track motorcycle racing, Gold Cup Speedboat Races at Long Beach, Burbank Motorcycle Hill Climb, Coliseum midget auto races, and so forth. I wasn't ducking the sheriff then as much as I am now!

FICTION: Goldie taught me everything I know about the publicity and promotional business.

FACT: If you'll buy that, you'll buy ANYTHING, and I do mean anything! Yes, Goldie, with his diversified knowledge of the collection and disposal of rubbish and garbage (not that I'm decrying these necessary activities, merely using them to cite the case in point) sure could teach ME all about publicity and promotion. Check those accounts in the preceding fact-and-fiction bit. And before I went into the publicity-promotion game, I was exposed to the following schooling—one semester sports editor L.A. High Blue-and-White Daily, one semester sports editor L.A. Junior College Collegian, four years sports writer Los Angeles Examiner.

Now, I'd be foolish if I said he didn't impart some promotional knowledge my way. By the same token, Goldie learned quite a few tricks, too, especially how to cultivate the press-radio-TV laddies, whose support made all the difference in the world at the box office, and who obviously appreciated receiving copy

(Continued on Page 9, Col. 1)

MOTORACING

Published biweekly by Povike, Inc. Editorial and business offices located at:

8826 Sunset Blvd.
Los Angeles 46. Calif.
CRestview 6-7165

Gus V. Vignolle ..... Editor
Maury Powell ..... Managing Editor
Bill Gardner ..... Advertising
June Vignolle ..... Circulation Manager
Art Lauring, Jim Mourning, Gresvick Von Kneissel, Buzz De Bardas, Lester Nehamkin, Myra Jones, Spencer Sprocket, Mike Siakooles ..... Staff Writers
Bill Harmer ..... Staff Artist
Lester Nehamkin, Dave Davidson ..... Staff Photographers
Anne Evans ..... Secretary
Milton D. Klein ..... General Counsel

Advertising Rates on Request

YEARLY SUBSCRIPTION RATES:
Domestic $2 - Foreign, $3

★

Letters to the Editor

★

S.F. Chronicle Plug

Your newspaper was passed on to the writer by a subscriber last week. Frankly, we think it's terrific . . . and will tell our readers the same this Thursday in the writer's weekly Sports Car Column, "Sports Car Rally." Took it home Friday nite and couldn't let loose of it until we'd covered every paragraph. Congratulations!

Josh Hogue
Sports Car Editor
San Francisco Chronicle
San Francisco, Calif.

Enclosed find $1 for my subscription.

Real Enthusiasts

My husband and I have been sports car enthusiasts since 1948 and we are delighted to have the opportunity of becoming subscribers to your very informative, much-desired publication.

We have been members of one of the racing clubs these many years but the every-day papers never carry such complete information.

Mrs. Martha W. Welch
Monrovia, Calif.

Gosh, Oh Josh

In accordance with the suggestion by Josh Hogue in this morning's SF Chronicle I am enclosing a check for one year's subscription to MOTORACING.

William G. Marden
Palo Alto, Calif.

We Told Santa

MOTORACING is terrific. Did you tell Santa to bring me a Mercedes-Benz? Enclosed is check for three subscriptions. The price is muy bajo. Sure wish I was back there. The weather here is for the birds.

Frank Romero
Lincoln, Neb.

He Was Amazed

Your publication is tops . . . I read it after the Palm Springs races, and was amazed and delighted at finding such a brilliant piece . . . Please start my subscription with the first issue.

Ray Grover
Huntington Park, Calif.

The Duke Writes

Please enter my subscription to your very interesting and enjoyable paper. I was flagman at the first Palm Springs road races at the first turn for the first four years . . . Now just a spectator at ALL races, never miss any. Had one of the first

(Continued on Page 11, Col. 1)

★ SPORTS CAR-TOON... by Bill Harmer

'QUICK, A QUARTER FOR THE HIDDEN METER!'

THE DUKE WONDERS...

WHY SOME of the people still making sneering and insinuating remarks about the honesty of the drawing for grid positions don't either attend the open sessions where the numbers are drawn or keep their big mouths shut?

When the three 300SLRs slated for U.S. competition are going to arrive from Stuttgart?

When racing fans are going to get a chance to see the radical special powered by a five-cylinder radial engine in action?

What character, known for his "horning in" activities, was doing more of the same at the Culver City Moose Lodge's Auto Racing Stag Night?

If there's any truth to the rumor that Paul O'Shea is slated to go to Europe to attend the Mercedes school for competition drivers?

Whether the CSCC's decision to do without an impound area at Torrey Pines is a matter of necessity or a nose-thumbing gesture in the direction of those screaming for honest production car events?

Why those who have enjoyed the races chairmanned by Joe Weissman and Ray Frug don't show their appreciation by sending a phonograph record off to the bed-ridden Frug?

What race driver, who's been tossed out of virtually every association in Southern California, was in a beef resulting in a broken jaw and other injuries to him at Gardena Stadium recently? (In his favor, he didn't provoke the beef; in fact, tried to avoid it.)

Whether it's true that popular Johnny Williamson, of Williamson Motors, has obtained a well-known West Coast automotive writer and long-time competitor to drive his Arnolt-Bristol for the coming season?

If a certain imported car center knows that its blue panel truck is being driven around town in a manner that not only alienates American car drivers but shatters traffic regulations and ignores all the tenets of common courtesy?

Whether the high race official who said there were too many workers at the club's races didn't mean there were too many people getting worker's passes without doing enough work to earn them?

If it's true that a major American automotive firm is seriously considering preparing a team of three cars for Le Mans?

Whether certain SCCA big-wigs, who are threatening to do so, are going back to the national meeting and drop a bomb that ties in with the report that Sebring is going professional?

If the CSCC doesn't feel that a token of esteem might be in order for their departing race chairmen?

Whether the oaf who tried to harpoon the CSCC publicity crew at the recent open meeting has some strange myopic defect or just a lack of education in the art of reading?

What official of the So. Calif. Council of Sports Car Clubs was seen cavorting with a lush blonde show girl before a large audience in Hollywood on New Year's Eve?

What towering, skyscraping sales executive for an English auto combine prefers driving a Cadillac rather than one of his own products? (Is he now "Rooted" to the Detroit elephants?)

How about the recent coming-out party by a foreign car firm, to which all the top brass and representatives drove up in Lincoln Continentals and Cads?

Why the furore does not subside over the "performance" of the D Jaguar at the last Palm Springs races (maybe the answer will come at Torrey Pines)?

• Vignettes

★ ★ ★

KEEPING APACE WITH STIRLING MOSS
QUITE A JOB . . . CSCC MAKES DOUGH

by Gus V. Vignolle

THAT WAS A COZY little shindig they threw for Stirling Moss at Jimmy O'Brien's Fireside Inn in Encino before the great English driver pulled the pin for Aukland, where he won the New Zealand Grand Prix last Saturday.

This observer managed to corner the husky little Britisher while the peasantry was belting the martinis and other forms of tanglefoot.

GUS V. VIGNOLLE

Moss, whose love for racing is exceeded only by his predilection for dolls—he's a bachelor—got an early start in this racing dodge. He started driving at the age of six, or 20 years ago. No wonder the guy's good. He's had plenty of practice.

He owned his first car when he was 10, and began racing at the age of 17.

As a member of the Mercedes-Benz factory team last year, he finished second to Juan Manuel Fangio of the Argentine for the world championship. They were teammates.

Since the German firm abandoned racing at the conclusion of its most successful year, a lot of reasons have been advanced for the move.

Some said they wanted to concentrate on development of their production cars. Others said the season had cost them a pretty pfennig—some $3,000,000, and that it was too much dinero. Still others claimed Mercedes had won it all; there were no new worlds to conquer.

We asked Moss about this. He said he wasn't sure, but he ventured a guess—that racing was taking too many of the firm's technicians away from what should be the normal functions of an automobile firm. That reason sounds as good as any.

SO OFF WE GO TO WILLOW SPRINGS

Somebody at the party came up with the bright idea of going to Willow Springs the next morning for some practice spins. Guess it was Ken Miles, natty in a new waistcoat.

It was easy as pie for Moss to make it the next morning. He's a teetotaler. But not so for this chronicler, especially after whacking the firewater with popular and amiable Mine Host O'Brien, who is goofy over sports cars as are all members of his fine family.

That bloody hangover was something simply awful, but with a duty to our readers—to report what the h--l goes on—we made it to Willow Springs the next morning. Thanks here and now to that fine speed driver, Eric Hauser, who did the steering, and to that young newcomer to racing, Francis Powell (they'll race their Buick-powered Victress at Torrey), for his kind words about MOTORACING.

At Willow Springs it was absolutely miserable. It was so cold that it would do certain embarrassing things to a brass monkey. And that brutal, bloody hangover, yet!

Johnny von Neumann was already there with his Porsche Spyder, and Moss and Miles took turns whipping around. Moss can drive anything. His fastest lap was a remarkable 1:48, bringing a wide, handsome beam to von Neumann's countenance. And Ken, new to the German iron, was in fine fettle, his best being slightly over 1:50.

Miles is going to be awfully tough to beat in that Porsche. Please remember that, Ambrose.

DROVE D JAGUAR TO THE TRACK

Funny thing. Jerry Austin drove his new D Jaguar from his home in Arcadia to the Springs. Imagine somebody actually driving a big, heavy sports car to the track.

Jerry had a bit of trouble on the turns, said the car handled clumsily. So he asked Stirl if he'd like to give it a whirl. And what do you know? He made a tour in 1:49.5. See, we took notes, hangover or no hangover.

Then the next night Lance Reventlow threw a jolly soiree for Moss. Everybody and his frere was there. And the stuff flowed just like Niagara.

We introduced cover girl Gloria Painter to Stirl, and he perked up spectacularly. He simply loves dolls, you know. Stirl said, "It's a jolly pleasure. I say, didn't I see your picture in MOTORACING? Yes, I'm sure I did in the French Renault automobile."

Sharp chappie, for he was as right as the town clock. Gloria had posed in the luggage compartment of the Renault. You may recall that corking photo here a couple of issues back.

Well, Mac, Moss then hopped a Pan American World Airways plane to Aukland. He won, as stated, in a Maserati (he'll drive for the factory this season). Last Monday he was back in L.A. on a holiday, so he said. Relaxing at the Beverly Hills Hotel.

He'll be at Torrey Pines (practice only), then Sunday after the races he flies overnight to New York, connects with a plane to Buenos Aires, where he races in the Argentine Grand Prix, and probably will boom back to jolly ol' England.

Nothing at all slow about that 26-year-old chappie.

He's moving all the time!

• • •

SOMEBODY KNOWS HOW TO MAKE MONEY

At the California Sports Car Club general open meet last week, it became obvious that those who have been running the show have been doing right well. Two years ago the outfit was $1500 in the hole. Today, according to the treasurer's report that Joe Weissman read for the ailing Ray Frug, there is $24,622.81 in the bank. Yes, in the vault, Bolivar!

This during the two years that Weissman and Frug have been acting as race chairmen.

It is no wonder that a strong movement is afoot to elect Jose president of the CSCC.

Of course, there are a few jerks who violently oppose this type of action.

Just like the idiot who got up and said he had never read anything in the newspapers about the CSCC races!

That should hold him!

Bill Postel in Big Bear Cycle Marathon Win

(Continued from Page 1)

remain on course, accounted for only 92 unofficial finishers.

Postel, who was amazed to find he used only one pint of oil over the gruelling course mostly through desert and the last 40 miles over mountain trails and fire roads, trailed Ekins slightly for the first 50 miles to the first gas check.

In the second desert section toward 29 Palms, Postel took a slight lead after Ekins lost the trail. At the 130-mile point Postel held a six-minute lead over Ekins, but this was whittled in half by the time Postel roared across the finish line at Fawnskin, on the north shore of Big Bear Lake.

Postel's mount was prepared by the eighth placing Lamoreaux, and he became the 1956 American Motorcycle Association crosscountry champion, since this is the only officially sanctioned event of its kind in the country this year. Trophies go to the pro and amateur cyclists "in the money."

651 ENTRIES

The big race, drawing 95 more entries than last year, was sponsored by the Orange County Motorcycle Club. Entries received totalled 651.

Willie Wilson, Los Angeles, AJS, one of the top favorites, was plagued with a flat early in the going. C. H. Wheat, Riverside, BSA, another threat, went out with mechanical trouble. Eddie Kretz, Jr. Monterey Park, Triumph, encountered considerable plug trouble.

Winner of the 250cc class was Glen Clinton, Lynwood, Zundapp, while Gene Monrick, Dot, was first in the 200cc class.

THE WINNAH!—After 151 treacherous miles through desert and mountain trails, here is Bill Postel, La Canada, (arrow) approaching the finish to win the 35th annual Big Bear Hare and Hound cross country race last Sunday. Windup was at tree-lined Fawnskin, on north shore of Big Bear Lake. Total of 626 motorcyclists started.

Grand Central Races Benefit Police Funds

The recent sports car races at Grand Central Airport produced $1100 for the Burbank Policemen's Fund and the Glendale Police Officers Relief Association Inc.

Checks of $550 each were turned over by the Los Angeles Region of the Sports Car Club of America to the organizations. Treasurer Bob Hagerty presented the checks recently.

Colombia Crashes Kill 2 Pilots, 4 Fans

BARRANQUILLA, Colombia—Two crashes during the Barranquilla-to-Cartagena-and-back race killed two pilots and four spectators recently.

Pancho Crocker, Venezuela, was killed when he took a curve at high speed and his steering gear apparently failed.

MICHAEL SCOTT
Custom Metal Shaping
- Design and Fabrication
- Sports Car Bodies
- Race Car Bodies
- Aluminum & Magnesium

English Wheeling Method used exclusively.
Jack Sutton, Associate
1520 North Ivar, Hollywood, Calif.
HOllywood 2-0372

Get a Load of This!!

IT IS ABSOLUTELY AMAZING how MOTORACING has grown since its birth less than three months ago — Oct. 21, 1955, to be exact — and the incredible surge continues.

When it was easy to come across a copy of MOTORACING — during the free list days — it was being mailed to readers in all 48 states and 10 foreign countries.

End of the free list meant chopping hundreds of names from the mailing list. Only bonafide subscribers are now receiving MOTORACING thru the mails; therefore, revised figures show that MOTORACING is now being mailed to PAID SUBSCRIBERS in 34 STATES AND SEVEN FOREIGN COUNTRIES — Israel, Switzerland, England, Canada, Venezuela, Panama and Hawaii.

SPORTY SEZ—
SUBSCRIBE TODAY

Additionally, MOTORACING is being read at many racing events and at the meetings of racing clubs and organizations.

As the late William Randolph Hearst said, "There is no substitute for circulation."

Advertisers, too, are finding MOTORACING a perfect medium to reach an automotive-minded audience. With the single exception of the last holiday issue, there has been a marked increase of advertisers from issue to issue.

The original plan was for MOTORACING to be an eight-page publication for AT LEAST SIX MONTHS. The second issue was 12 pages . . . and every issue thereafter (with exception of the holiday issue) has been 12 pages. And now it looks like we'll have to jump to 16 PAGES!

All of which adds up to — NOTHING SHORT OF AMAZING!

Domestic Rate: $2 Per Year — **Subscription Order Blank** — Foreign Rate: $3 Per Year

To MOTORACING
8826 Sunset Blvd., Los Angeles 46, Calif.

☐ **Check or Money Order Enclosed**

NAME (Print)_____

ADDRESS_____ CITY _____ ZONE____

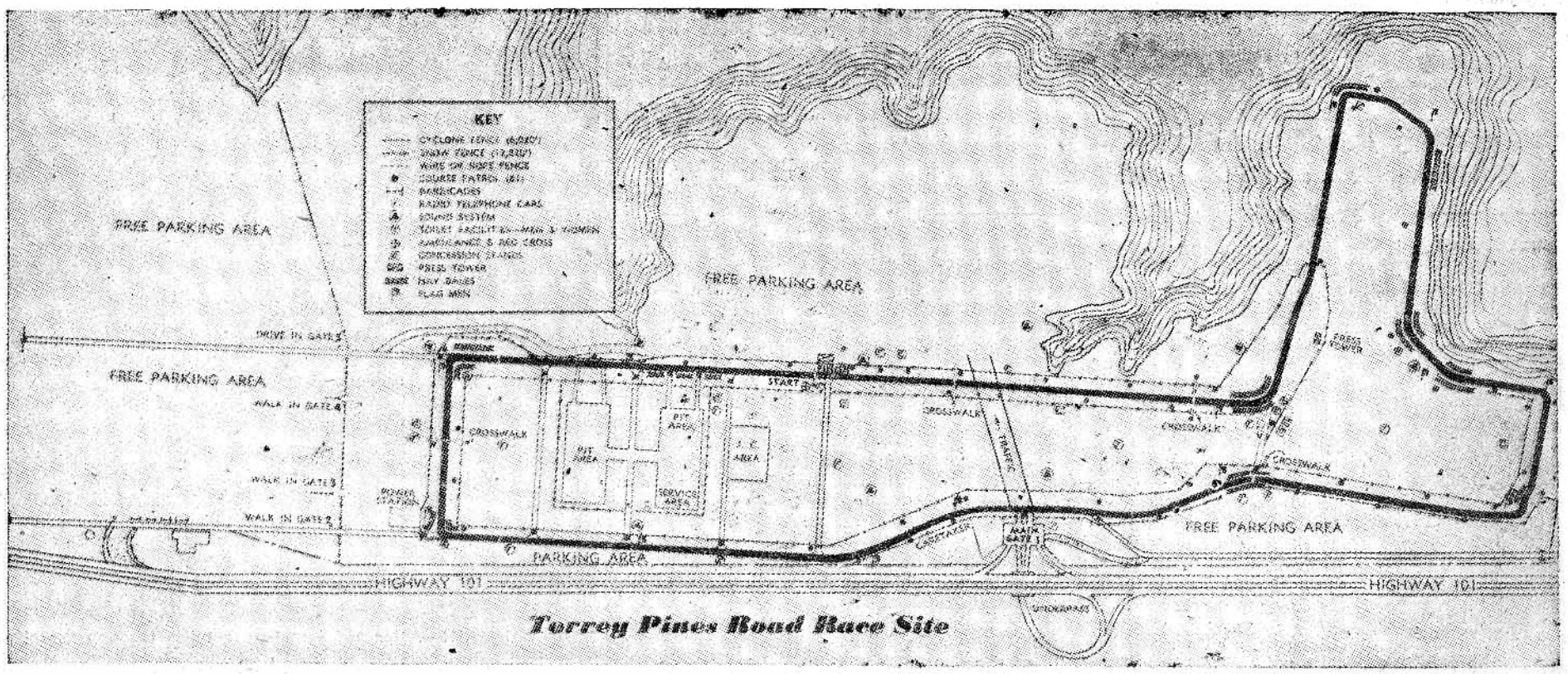
Also Send Subscriptions to the Following. Enclose $2 for Each

Name (print) _____ Name (print) _____

Address _____ Address _____

City _____ Zone____ State____ City _____ Zone____ State____

1-13-56



Where Spectacular Field Races Saturday & Sunday . . . 2.7 Miles of Blacktop . . . Straight: ½, ⅝ Mi.

• Up the Straights

★ ★ ★

THINK RACING IS DANGEROUS, OL' BOY? WELL, TRY THIS ONE ON YOUR OLD OBOE!

By Jim Mourning

WITH THE START of a new year and the prospect of of the biggest racing season yet, it's almost inevitable that the chronic viewers-with-alarm will leap to the fore with anguished cries about the populous being wiped out if road racing is permitted to continue. If, in the past, you have been one of those forced to stand by with grimly clasped lips and smoking eyeballs for lack of good arguing material, then read on.

JIM MOURNING

Of course ,even with statistical ammunition, it's doubtful if anyone can slice through the mental fog surrounding these laddies. Theirs is a mental kink that causes them to recoil in horror over a racing accident, but doesn't cause them to bat one eyelash when told that traffic facilities in the United States totaled 112,400 for one three-year period and that 5,840,000 more were injured, many of them maimed for life, during the same span.

BAN SWIMMING

Even if they should condescend to take note of any such argument against their pet prejudice, they'll be glad to point out with all smugness that transportation is a necessity and certainly can't be banned without vitally damaging our economy.

But how does swimming affect our economy? Or don't they recognize the fact that one three-day holiday last summer saw 225 deaths by drowning and that the total for the year soared over 3000? If it makes sense to ban racing, then it certainly makes sense to ban swimming.

A look at other sports shows they fare no better. Although recent figures hadn't been obtained at press time, old records do show that football—generally considered a clean-cut, all-American sport—claimed 430 lives between 1931 and 1946. Ninety-four more died in the 1948-1952 period. And recently a national magazine came out with the fact—long suspected by anyone who's ever played the game—that college players have only a 50-50 chance of competing without receiving an injury that will lay them up for periods ranging from a few weeks to life!

BLOODY FISTICUFFS

How about the manly art of fisticuffs, that healthy and vigorous sport whose sole purpose is to have one athlete bludgeon another into insensibility? Insurance company records state that 29 boxers were killed between 1948 and 1952 and one former professional fighter asserts that many such deaths are covered up every year by promoters.

Still not satisfied? Well, an old almanac shows that during one year, four people died playing tennis, three were killed on the golf courses of the U.S. and one even died from a heart attack resulting from excitement over a chess game.

All this, of course, is not written to say that we should forget about the great drivers or the spectators who have been lost. That the public should grieve over these things is fitting. But the results should be sincere efforts to improve matters and not wild shouts about the danger of the sport. Admittedly, road racing is dangerous, but so is taking a bath if statistics can be believed. (30,000 killed in home accidents last year, with falls being the leading cause.)

• • •

BAN THE CRACKPOTS

In the last 10 years, there have been about 275 deaths among competitors and spectators at races ,a record that will certainly stand comparison with most major sports over a similar period of time.

If we must ban something, let's ban the crackpots who are so busy shouting over things they know nothing about that they don't have time to get the facts.

Make it your choice, too

Top Octane Mobilgas Special is selected to power every sports car from MG to Ferrari in the tortuous competition of road racing in Southern California. It is the choice of drivers and mechanics because it gives true championship performance every time.

For smooth, knock-free performance in your car try a tankful of Mobilgas Special or Mobilgas "R" today. You'll be glad you did.

Here's the convenient way to purchase Mobilgas and Mobiloil. It is the safe, fast, easy-to-use Mobil Credit Check Book.

Send in this coupon for your own Mobil Credit Check Book and receive free an attractive Flying Red Horse Key Chain . . . a personalized souvenir of the latest road race.

Credit Check Book

FREE! key chain

DICK McENTYRE,
General Petroleum Corp.
612 So. Flower St., Los Angeles 54, Calif.

Please send me Mobil Credit Check Book Application Form:

Name_____

Address_____

City_____ Zone____ State_____

GRAND NATIONAL NASCAR Ernie Mohamed PRESENTS
150 MILE STOCK CAR RACE $6,400 PURSE
SUN JAN 22 TIME TRIALS-1 PM SAT. JAN. 21-
56 55 54 & 53 PASSENGER AUTOS PHOENIX ARIZONA STATE FAIRGROUNDS BRIDGE 5-2304 $4 $5 $6
MAIL ORDERS TO E. MOHAMED 1620 E. 24th ST. PHOENIX ARIZ.

• Checkered Flag

★ ★ ★

GRAPHIC DESCRIPTION BY WRITER OF SPECTACULAR, MAD CAR 'COMPETITION'

By Art Lauring
Los Angeles Times Columnist

THE OVER 1500cc pack snarled with impatient, quick throttle jabs as we waited for the big green "go!"

Up 'til this moment the red XK140MC with its DOHC 210 HP six-in-line had seemed adequate enough. But an unpleasant chill crept down my spine: there was the low-slung, yellow job just behind me with his souped up 250-plus HP V-8 mill. And on my left a green, stub-nosed monster's Detroit-built 270 HP V-8 burbled ominous maledictions.

ART LAURING

Patches of fog partially obscured the gleaming, wet, black hardtop ahead. The moist air was good for engines but hard on chauffeurs. It meant that traction, in speed, would be borderline—particularly on the climbing S-turn ahead and the corners just beyond.

Sweat collected on palms while the moment of truth came closer. And then tires shrilled as we got the green nod and charged straight ahead. Out of the corner of my eye I could see the yellow demon coming up on my right.

My tach needle hit 5000 rpm and stayed there while I climbed through the four-speed gear box. Yellow peril either had to sideswipe me, leave the course or else fall behind. A fortunate flicker of sanity made him choose the latter and I found myself in the lead with green monster and yellow peril literally breathing down my tail pipes. The climbing, left-hand, high-speed bend practically smacked me in the eye. A quick down-shift and the Jag screamed into the soaring corner.

JUST LIKE BEING ON INSTRUMENTS

A momentary blanket of fog drew a curtain. It was like being on instruments—at 70-plus mph! Behind, I heard the protesting screech of tortured rubber. And then we were out of the patch and I saw the yellow job's tail weaving back and forth as tht grim faced pilot fought to hang on. The green monster deftly slid around him and high-tailed it after me.

I had one last glimpse of the balance of the pack in the rear-view mirror and then hunched low with eyes dead ahead. Now the sweeping corners drew closer. One more quick glance at the rear-view mirror. Yellow was far back now—being swallowed by red, brown and blue big-bore jobs. It was green monster on my right, a scant dozen yards to the rear.

The tach hit 5500 and I went into a drifting turn that could have got out of hand. Green tried to hang on but the Jag had him in the clutch. He began to broadside. I looked ahead. A white-capped turn marshal was a gaping-faced figure as I flashed by. Ahead, shimmering through the drifting fog like a mirage, was the finish line.

I blurred across—a black job immediately behind. Where he had come from only the devil knew—but the rest of the pack was well to the rear. It was close and when I drifted to a stop and chopped the switch, my knees felt like rubber. I had won—only by the grace of capricious luck.

CRAZY SWIRL ON TWICE DAILY

The Mexican Road Race? Guess again: Torrey Pines? Negative!

It was Lincoln Boulevard at about 7:30 of a week-day morning, headed from Washington toward Sepulveda. And the snarling pack, tooled by glaring-eyed speed maniacs, was an early morning factory shift on its way to work! The white capped turn marshal was a motorcycle officer who knew better than to tangle with that charging tonnage of wide-open machintry. What could one lone cop do with such a juggernaut? It would take an army to bring it under control. Your writer survived by staying ahead of the pack.

And this grim "carrera" goes on twice a day, week in and week out, not only on Lincoln but other arterial highways. The Pan American—Torrey—Pebble Beach? Strictly afternoon saunters through the park compared with THIS never-ending race!!

• • •

JOHN CHRISTY MOVES ON TO BIG-TIME

PARTS BIN:

John Christy, a sagacious and likeable lad who not only can edit, but also knows road-machinery backwards and forwards, now is at the helm of Sports Cars Illustrated. The Ziff-Davis publishing empire has taken over that periodical. Johnny is the new editor and will function under the over-all supervision of **Ken Purdy.** Since his offices are on Madison Avenue, in the heart of New York City's Huckster Row, Johann, perforce, has to abandon open collared shirts and levis for the regulation uniform consisting of homburg, charcoal-grey Brooks Bros. suitings and the standard regimentals, i.e., button-down shirts and razor-thin four-in-hands! . . . For car-enthusiasts and serious students of automovania a study of "Sports and Classic Cars," written and compiled by **Griff Borgesen** and **Eugene Jaderquist,** is a virtual "must." Beautifully prepared, it contains information that will bring pleasant nostalgia to young old-timers and round-eyed wonderment to the novitiates. Published by Prentice-Hall, Inc., the tome harkens back to the turn of the century and winds up in the present . . .

Elks Lodge Honors Racing Clan on Feb. 1

A dinner party honoring the AAA race drivers and the racing fraternity in general will be given Feb. 1 by Los Angeles Lodge 99 of the Benevolent and Protective Order of Elks.

This year's affair will provide increased emphasis on sports cars, according to Wes Mahaney, co-chairman.

Midget Race Slated For Bonelli Stadium

Sanction has been received to hold a USAC-approved auto race at Bonelli Stadium in Saugus Sunday, Jan. 29.

The race will be a Championship 100-lap midget race spotlighting the Indianapolis chauffeurs. Johnnie Parsons, former Indianapolis winner, is expected to head the cast.

Phoenix Race Attracts Top Stock Cars

PHOENIX, Jan. 11—American passenger autos, ranging largely from 1954 through 1956 models, race here Sunday, Jan. 22, on the one-mile dirt Arizona State Fairgrounds track, with some of the nation's finest stock car pilots slated to vie for Promoter Ernie Mohamed's $6,400 purse. Distance is 150-miles.

At least 30 entries are expected, with time trials on Saturday, Jan. 21, to determine the starting order. None of the entries will be cut from the field, those failing to take the time runs merely being placed at the tail end.

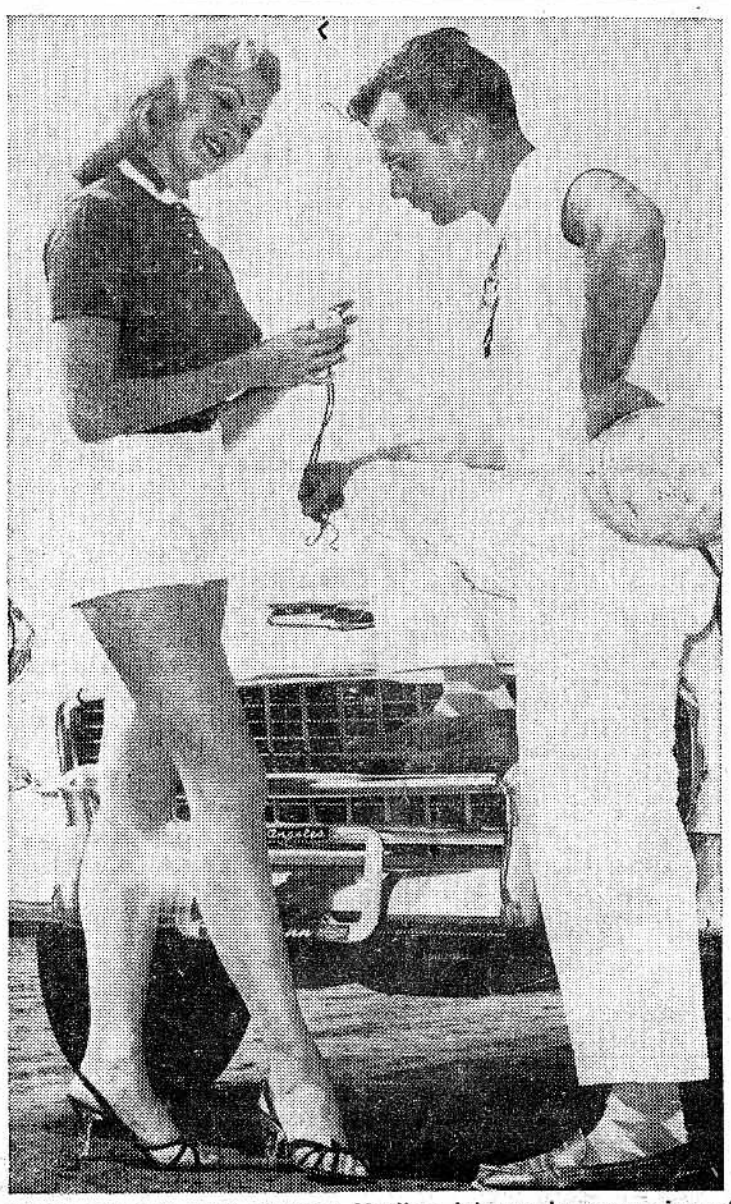
Tim Flock, 1955 NASCAR Grand National champion, is due to see action in a 1956 Dodge V8, teamed with Norm Nelson. Flock's brother, Fonty, is set in a 1955 Chrysler "300."

Three Phoenix pilots, topped by State Champion Jim Stapley, are slated to gun 1956 Fords. The others are Mel Larson and Bill Moore. Gunning '56 Fords from Los Angeles will be George Seeger, Scotty Cain and Ed Pagan.

Motorcyclists Band To Improve Sport

A group of sporting enthusiasts known as the American Association of Grand Prix Riders was formed recently to promote grand prix motorcycle racing in the southland, according to John vanFrey, president.

Address for the group is 1312 No. Hollywood Way, Burbank. VanFrey said any questions directed to that address will be gladly answered.


BEAT THE CLOCK—Actress Marilyn Johnson impresses importance of beating the hundredth-second hand to Driver Fred Steinbroner, Torrance, who will drive a 1955 Chevrolet in 150-mile NASCAR Grand National late model stock car race Sunday, Jan. 22, at Phoenix. Miss Johnson, a Long Beach lassie, is a well-proportioned blonde whose talents should be opening Hollywood orbs soon.

NOW SHOWING:
(Limited Engagement)
• BONNEVILLE SPEED TRIALS
• GOLD CUP BOAT RACES
• POMONA DRAG CHAMPIONSHIP

RACING MOVIES!
WESTERN THEATRE
39th & Western Ave. - AX. 3-8718
Continuous Show - Starts 8 p.m. - Closed Mon., Tues.
Coming Soon: Pike's Peak, Palm Springs, Campbell's Jet Boat, National Drag Championship

DUNLOP TIRES
HOLD EVERY WORLD LAND SPEED RECORD SINCE 1929
The World's SAFEST Tire

SPORTS CAR OWNERS!...
★ We carry a complete line of imported Dunlop Tires & Tubes.
★ We recap all sizes of foreign car tires with 100% natural road racing rubber, plus special rebuilding of tires to racing specifications.
★ All work done by our company is guaranteed against defects in workmanship and material without limit as to time or mileage.

GARDNER-REYNOLDS, INC.
4758 E. Olympic Blvd. Los Angeles 22, California
For Information Call: ANgelus 9-0707

ON RALLIES . . . PART 6

By Buzz DeBardas

THOUSANDS OF folks have driven on rallies here in Southern California within this past year, and the majority of them seem to have the same question — "WHY didn't I win?"

BUZZ DE BARDAS

It seems that the car was in order and gave them no trouble. They had several good stop watches, the navigator didn't get sick nor did he get lost or lose the computor. In fact, everything went along just fine, but they still had a three-minute error whereas the winning car had 12 seconds. The answer is always the same. THEY LOST IT AT THE SPEED CHANGES.

There is probably no subject that will raise as much discussion as, "What do we do at a speed change?" There are three opinions on this subject, and they are based on the number of clocks that you use—

● ● ●

FRANK KNOWS HOW

The first system was explained to me by HOWARD FRANK, and involves the use of only one watch. As near as I could judge, he uses this system. Upon arriving at a speed change, he enters his arrival time and mileage on his log. Then, as they drive on the new road, he computes to determine the correct arrival time. For example, he arrived at 10:15:20, and should have arrived at 10:15:00. He then uses the corrected time of 10:15:00 as his new time out. The only objection that I have to this system is that it does require you to add the current time of the new leg to the all-over time. (By the same token, it should be mentioned that Howard has probably won more trophies in Southern Calif. than any other two Rallye teams put together.)

● ● ●

USE TWO WATCHES

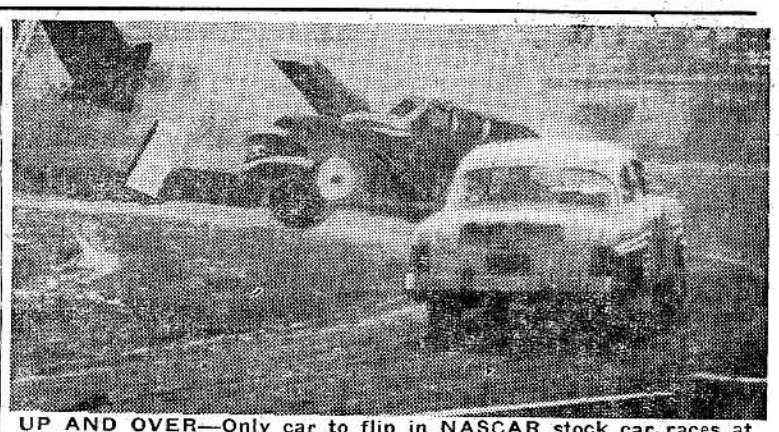
Next is the two stop watch team who run on one leg with one stop watch, until they come to a speed change. Then they switch to the other stop watch (stopping the first one, of course, and re-zoning the odometer).

Last, but not least, are the real happy people who don't own a watch, and never have any trouble at speed changes. They never win Rallies either.

Next issue, we'll continue on procedure at speed changes.

Calendar

Jan. 10 — SCCA dinner meeting and installation of officers, Ciro's, 7:30 p.m.
Jan. 11—Arrowhead Foreign Car Club, Club Oaks, Waterman Canyon, 7:30 p.m.
Jan. 12 — Austin-Healey OC, Poinsetta Park, 7341 Willoughby, Hollywood, 7:30 p.m.
Jan. 12—National Sports Car Drivers Assn., Blarney Castle, 623 South Western Ave., 6:30 p.m.
Jan. 14—Motorcycles on Ice, South Gate Arena, 8 p.m.
Jan. 14-15—CSCC road races, Torrey Pines, 11 a.m.
Jan. 15—San Fernando FCCA "Baker's Dozen" rally, Clem Atwaters, 15531 Ventura Blvd., Encino, 7:30 a.m.
Jan. 16—Porsche Owners' Club, Campo de Cahuenga, 3919 Lankershim Blvd., Hollywood, 8 p.m.
Jan. 18—Glendale FCCA dinner meeting, Bill Storey's, 4100 Cahuenga.
Jan. 22—Phoenix, 150-mile NASCAR stock car race.
Jan. 22—Morgan Plus 4 Club, "Dirty Bird" rally, Plummer Park, 11 a.m.
Jan. 22—Long Beach MG Car Club rally, Firestone and Imperial Highway, 8:30 a.m.
Jan. 25—Santa Monica FCCA, Joselyn Hall, 7th & Wilshire, Santa Monica, 8 p.m.
Jan. 27—Western SCC meeting, Campo de Cahuenga, 3919 Lankershim Blvd., No. Hollywood.
Jan. 28—Women's Sports Car Club installation dinner, Pasadena Athletic Club, 7 p.m.
Jan. 29—San Gabriel FCCA rally. Time and date to be announced later.
Jan. 29—100-lap midget race, Bonelli Stadium, Saugus.
Feb. 1—Elks' dinner honoring AAA race drivers and racing fraternity, 607 Parkview Street, Los Angeles, 6:30 p.m.
Feb. 6—500cc Club, North Hollywood Park Field House, Chandler Blvd., 8 p.m.
Racing Movies, Western Theatre, 39th St. and Western Ave., 8 p.m. Every night but Monday and Tuesday.
Drag Strips—Pomona, San Fernando, Long Beach, Colton, Santa Ana, all Sundays; Saugus, Saturday.



UP AND OVER—Only car to flip in NASCAR stock car races at Gardena Jan. 2 was this '51 Ford, driven by Don Johns, Anaheim. Mishap occurred in time trial run, Johns was unhurt, re-entered car in 200-lap main event, but was forced to retire on 11th lap. Car following Johns here is '54 Mercury, piloted by Lloyd Dane. Arrow indicates windshield flying through the air.

REED NABS GARDENA STOCK RACE

It was Jim Reed, Peekskill, N.Y., three-time National NASCAR short track kingpin, from wire to wire in a 200-lap NASCAR late model stock car race at Gardena Stadium last Jan. 2.

Victory came behind the wheel of a 1956 Chevrolet. Time: 1 hr., 2 mins.

He also posted the fastest qualifying time of the day—:17.16.

Second, two laps behind, was Allen Adkins, '55 Dodge, followed by George Seegar, '56 Ford; Howard Phillippi, '55 Chevrolet, and Chuck Meekins, '55 Chevrolet.

Classified Ads

WANT to sell that car? Looking for a bargain? Something to trade? Services to offer?

Most inexpensive way to advertise in MOTORACING for best results is in the Classified Column.

Rates are 10 cents per word. $2 minimum per ad. CASH must accompany all orders. Copy 10 days in advance of publication date. Next issue date: Jan. 27-Feb. 3.

MOTORACING, 8826 Sunset Blvd., Los Angeles 46, Calif. CRestview 6-7165.

FOR SALE

EFFYH FORMULA III. Very fast. New tires and Triumph engine. 6 gear changes plus other spares. On trailer, ready to race. $1550. Bill Lowe, 1483 Grace, San Jose, Calif. CY-32384.

WE HAVE the following salvage parts for year-end clearance at bargain prices: Jaguar, Hillman, M.G., English Ford, Austin, Sunbeam, body panels, doors, trunk lids, hoods, glass, front ends, engines, transmissions, wheels, axles, etc. Call us and save $ $ $. Holiday Motors Service Dept., 5215 Bakman St., North Hollywood. SU. 3-5161.

1954 SINGER—2 carburetor model 1500 —accessories in perfect condition, never raced, newly overhauled, 18,000 miles. $960. New engine and gear box available, $100. Car can be seen at 18 Cinnamon Lane, Portuguese Bend. FR. 7-2450.

HEARSE, ANYBODY?

1937 CAD LA SALLE HEARSE. Live & jumping. A real dream boat. $75. Bill Heinz, 3022 Watseka Ave., L.A. 34, VErmont 9-9032.

AUSTIN-HEALEY engine, transmission, overdrive assembly in excellent condition. Complete including all accessories except generator. Make offer. Phone CItrus 4-1384. Phil LeVeille, 502 Solway St., Glendale 6, Calif.

JAG '53 green modified roadster, 190 HP, wire wheels, radio, heater, $1950, sell equity or trade. Eddie, AN. 1-1736, eves.

H CLASS Panhard Special. Ran at Torrey Pines and Palm Springs. Only two race meets — 4 races — two 1sts and two 3rds. Very light and fast. Must quit racing. $2500 including trailer and parts plus entry for Torrey Pines. Ready to go. Will deliver in Southern California. Will assist in pits with complete pit crew. Many tears along with it. Jack Duff, P.O. Box 298, El Centro, Calif. Ph. Elgin 23916.

MG ENGINE TD—Crankshaft ground new mains and inserts—never run since work—Stock bore and head. $150.00. Bob Plass—DU 8-8543 or HO 2-9292.

COOPER MK 6. D.O.H.C. Norton Power. Car completely rebuilt. Has beaten all top formula three cars on coast. Trailer and spare gear box. Sell or trade for D.B., Bandini, Giaur, Moretti, similar 750cc. Ralph W. Ormsbee, 149 34th N., Seattle 2, Washington.

AUSTIN-HEALEY, Blue and white lacquer in original pattern, 4-speed box. New 4-year batteries, Chrome grille and engine parts. Mechanically sound throughout. Details and pictures on request. $1850. Bob Cottam, AIFT, Box 191, Phoenix, Ariz. Will deliver in Southern California.

56 MERCEDES 220 four door, leather, reclining seat, FM radio, special paint, sacrifice, must sell — beautiful car — 3,000 miles. Phone GR. 83177.

AUSTIN-HEALEY late '54. Stork forces sale of our really beautiful, never-raced car to some lucky person. $2150. GR 78858 evenings.

● TRIUMPH TR2
● MERCEDES-BENZ
● RENAULT
● ENGLISH FORDS
● BORGWARD
● DKW
● HILLMAN-MINX

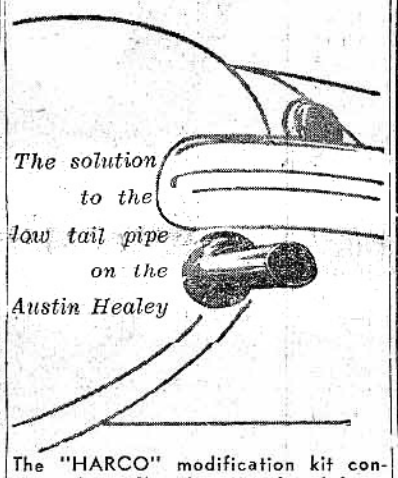
Nick Pastor
. . . for imported cars
3451 Firestone Blvd.
South Gate LO. 7-2161

Cunningham Factory New Citroen Base

William Shakespeare, Florida Citroen distributor, has purchased the Briggs Cunningham factory in West Palm Beach. Site will be the center for Citroen sales in Florida.

Cunningham put the property up for sale when he joined the Jaguar organization.

"HARCO"
Austin Healey
Exhaust Modification Kit



The "HARCO" modification kit consists of a 1⅝ tube with fitted brass collar, flex tubing, clamps, template and instructions.

The exhaust tip and brass attaching screws are heavily chrome plated. The flex tubing is **RUST & CORROSION PROOF STAINLESS STEEL**

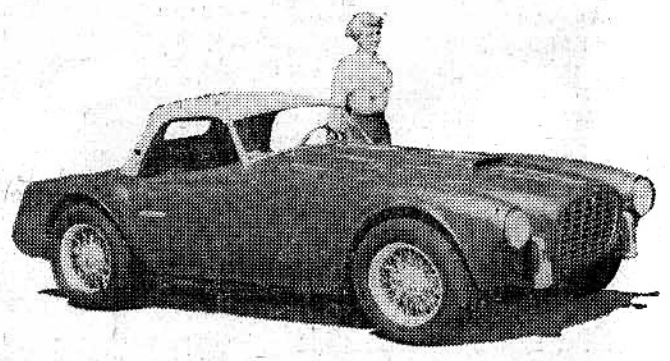
Complete kit, easy to install **$15.95**

HARCO MFG. CO.
P. O. Box 246
Pacific Palisades, Calif.
Calif. sales add 3%

Ernie McAfee
8363 Sunset Blvd., Los Angeles 46, Calif.

Equal these Items in any Car and you have a

Siata V8



2 Litre V8 Engine, 4 Wheel Independent Suspension, 78 Spoke Borrani Racing Wheels, Genuine 120 HP with 120 MPH, Fantastic Brakes, Michelin Tires, 1900 lbs. Weight.

$4995 Complete

ERNIE McAFEE
Importers & Distributors
8363 Sunset Blvd. - Los Angeles 46, Calif. - HO. 2-6426

Like riding on air . . . your first ride in a Ralph Cutright

VOLKSWAGEN!

Streamlined styling reduces air resistance, assures top performance, maximum operating economy, out-of-this-world driving comfort!

YOU don't know what you're missing until you get behind the wheel of a Volkswagen from Ralph Cutright for the very first time. Come in today for the performance thrill of your life!

CV-1-16

RALPH CUTRIGHT, INC.

2 convenient locations:

SANTA MONICA
1530 Wilshire Blvd.
EX. 5-0968

HUNTINGTON PARK
5965 Pacific Blvd.
(One block South of Slauson)
LU. 7-2263

Headquarters for fine
USED CARS
including the famous
MERCEDES BENZ

• European Scene

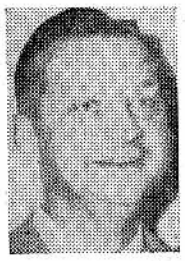
★ ★ ★

WITH MERCEDES-BENZ OUT, ROAD NOW MUCH EASIER FOR ITALIAN RACE CARS

By W. Robert Nitske

HE'S ROLLING—Youthful Britisher Stirling Moss driving Mercedes-Benz racing car at 1955 Belgian Grand Prix at Francorchamps. Moss won British Grand Prix and placed second twice. Driving the 300 SLR sports racing car, he won three times, placed second three times in 1955 world champion events.

SPECULATION has been great as to the preference of world champion Juan Manuel Fangio, now that he will not be driving the silver Mercedes-Benz cars. Just when every expert had figured that the Argentinian, who would have preferred to drive Alfa Romeo cars, would sign with Maserati, an announcement came from Modena that Fangio will pilot one of the Four Ferraris at the forthcoming Buenos Aires event. Stirling Moss was reported to have wanted to remain a stablemate of Fangio, but the skillful Britisher will head the contingent of four Maserati cars in the land of the pampas.



W. ROBERT NITSKE

Earlier, Moss was said to have tried out the Vanwall and the new BRM Grand Prix cars at the Oulton Park circuit.

With the spectacularly successful Mercedes-Benz machines absent, the Maserati, Ferrari and Lancia ought to have a field day. That the British Connaught, driven superbly by Brooks, won decisively over the works Maseratis of Musso and Villoresi at the recent Syracuse Grand Prix, might be an indication that victories of the Italian cars are not necessarily foregone conclusions in 1956.

HOT GP SEASON

If the reliability of the two other makes, Vanwall and the new BRM, can be depended upon, and if the French Gordini could compete successfully, it should make an interesting and highly diversified Grand Prix season. With their new car tested extensively, it is expected that the old nostalgic name, Bugatti, will also appear in the colorful line-up on the circuits of Europe.

• • •

When the Daimler-Benz company celebrated its unique victory of (1) the world's championship for Grand Prix racing cars, (2) the international sports car championship, and (3) the European touring car championship by inviting their victorious team drivers to the Untertuerkheim factory, the directors announced their decision not to participate in any racing events during 1956.

Earlier that year, the company had decided not to compete in Grand Prix events with their formula I car, but the non-participation with their excellent 300 SLR came as a complete surprise. Perhaps the capture of the three important titles — never before accomplished by any manufacturer in the 61-year history of racing—was hoped for, but came as a pleasant surprise.

Undoubtedly, one could not argue with their statement that their workers, who had any part in the racing activities, were over-worked and needed a rest.

LOTS OF CABBAGE

The fact that the company spent an estimated fourteen million marks last year in winning the championships, might also have influenced the directors in wanting to get some definite returns on the outlay of the almost $3,500,000. Even by Detroit standards that is a substantial advertising budget. While production figures are not published, the Daimler-Benz A. G. announced that the 1,000th unit of their 300 SL came off the assembly line at the Sindelfingen plant early in December, 1955.

My estimate is that production of all passenger automobiles by the Stuttgart concern did not exceed 100,000 units for the past two years.

• • •

Perhaps less than 65,000 cars were built during 1955. Based on those production figures, the cost of participating in the 13 events during the 1955 racing season would add $50 to each unit, a rather large overhead. Of course, the entire line of Daimler-Benz products benefited from the victories of the three-pointed star trademarked racing cars, but it may not be quite proper to consider it institutional advertising and to pro-rate the racing costs to, for example, the Diesel locomotive department.

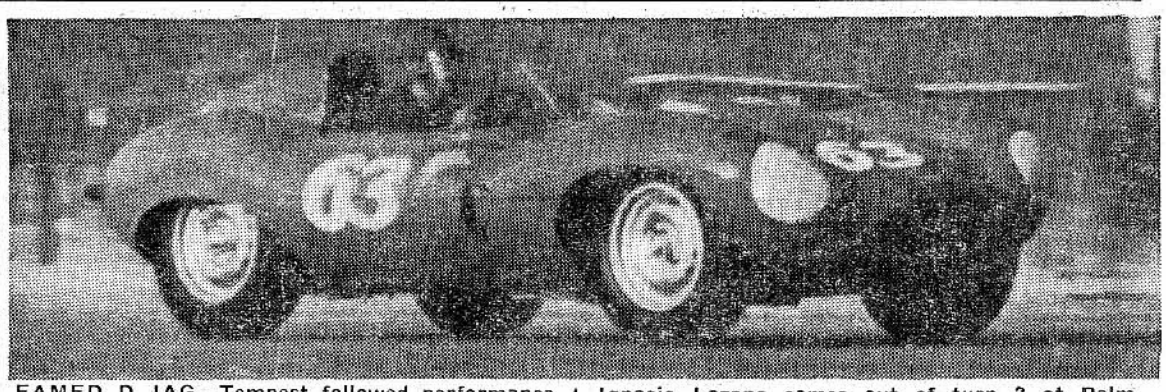
Preparations by the efficient Daimler-Benz racing department are almost unbelievable. When the Mille Miglia race was won in June by Stirling Moss, followed by Fangio, these two Mercedes-Benz drivers had already traveled the 992-mile route numerous times since February!

TERRIFIC PLANNING

For the magnificent double victory at the Targa Florio, some 50 experts in various fields, mechanics and helpers, transported in eight trucks and 15 cars, were on hand three weeks before the actual start of the race. The Mercedes-Benz victory was no accident.

(In the next issue of MOTORACING more on the Mercedes-Benz Weltmeisterschaft - rennenbeteiligung.) (Important note to Editor: Please do not mark up the copy of this word. It is correctly spelled. The inclusion of it is a part of my plan to teach readers the German language painlessly and afford them the opportunity to familiarize themselves with some of the simpler examples of that difficult language. Perhaps longer and/or more complicated words will appear in further texts.)

(EDITOR'S NOTE: And Weltmeisterschaft-rennenbeteiligung to you, too, Bob!)



FAMED D JAG—Tempest followed performance of the D Jaguar in its local debut at last Palm Springs races. Busybodies and clowns still haven't stopped harpooning the car, three of which go at Torrey Pines this Saturday and Sunday. Here, Ignacio Lozano comes out of turn 3 at Palm Springs in Charles Hornburg's D. Both he and Carroll Shelby found the car wasn't working right those two days. Torrey should tell a lot.

THEY'LL BE WATCHING D JAG APLENTY AT TORREY

Anybody with any savvy knows the D Jaguar is a potent piece of racing machinery. This much was proved during the past season in Europe.

Nevertheless, there has been a ferment since the model "pooped out" at Palm Springs last month. They're still talking about it.

Ignacio Lozano drove Charles Hornburg's D on Saturday and did not fare well. Carroll Shelby took it over on Sunday, withdrawing when the car "was not handling right," and justifying Lozano's suspicions.

Scores of reasons were advanced by the alleged know-it-alls . . . improper type of tires . . . stiff rear end . . . wrong rear end for the course . . dead rear torsion bar . . . ad infinitum . . .

Then last week an alleged "well-known race driver" croaked that the spring's shackles had not even been removed before the races!

Hogwash!

Why shackle a car that has a torsion bar? It didn't even have the type of springs that take shackles. Shows you how far off the bleat was!

The REASON was that the torsion bar was hard as a rock. Earlier, Jay Chamberlain, a top Jag man, had found the rear torsion bar had gone dead. It is believed this, too, was the verdict of another race Jaguarite, Joe Thrall.

But that has been rectified, and now Saturday and Sunday all eyes will be not only on Hornburg's Jag, piloted by Lozano, but two others, driven by Jerry Austin of Arcadia, and Pearce Woods, Whittier, winner of the last six-hour enduro in a C Jag.

If the D Jag is right, it could take it all at Torrey, for remember what Hawthorne did at Le-Mans and at Sebring last year, to mention only a couple.

—GUS V. VIGNOLLE

WINNERS USE

LODGE

THE WORLD'S FINEST SPARK PLUG

Longer Life!
Increased Performance!
Greater Mileage!

A few successes with Lodge Plugs in the 1955 season:

April 24 — Grand Prix of Bordeaux

PLACE	CAR	DRIVER	PLUGS
1st	Maserati	Behra	Lodge
2nd	Maserati	Musso	Lodge
3rd	Maserati	Mieres	Lodge
4th	Maserati	Moss	Lodge

June 26 — Grand Prix of Portugal

1st	Maserati	Behra	Lodge
2nd	Ferrari	Gregory	Lodge
3rd	Jaguar D	Hamilton	Lodge

July 23 — Grand Prix of Lisbon

1st	Ferrari	Gregory	Lodge

July 30 — International Trophy Race

1st	Maserati	Hawthorn	Lodge

July 30 — International Sports Race

1st	Lotus	Chapman	Lodge

Nov. 6 — Grand Prix of Venezuela

1st	Maserati	Fangio	Lodge

Jan. 7, 1956—New Zealand Grand Prix

1st	Maserati	Moss	Lodge

and many more

Lodge Plugs are ORIGINAL EQUIPMENT on the World's Finest Cars—Such as ROLLS ROYCE and DAIMLER.

in 3 famous grades for ALL cars and ALL conditions:

STANDARD 1.05
RACING 2.75
PLATINUM-POINTED 3.55

Distributed throughout Southern California by BRITISH AUTO PARTS. Call WEbster 8-2724 for your plug specifications.

Randy St. John of B.A.P., Peter Page and Ray Bell of Lodge Spark Plug Company will be assisting in the pits at the Torrey Pines Road Race and will be glad to help you with your spark plug problems. Look for the B.A.P. truck representing Lodge Spark Plugs at Torrey Pines and all Southland road races.

BRITISH AUTO PARTS
7713 MELROSE AVENUE
Los Angeles 46, Calif. WEbster 8-2724

Join the Winners! Demand LODGE for Your Car

With the Weaker (?) Sex:

• Soprano Exhaust Notes

By Elaine Bond & Amigo

NOW THAT the holidays are over, we gals have climbed out from under the Christmas tree and out of the kitchen to see what's going on. I was sorry to miss the cocktail party Meyra and George Buchanan threw but I hear the guest list sounded like who's who in the local sports car world. Cam-chatter and tappet-talk make for an interesting evening when one has Castrol in his blood—and that was another good grade of oil being poured.

The regular January business meeting of the WSCC has been dispensed with in favor of a fun evening. We do have to have a little fun and get the new officers off to a big start with our third annual banquet, birthday, installation, etc. January 28 is the date for dinner, installation of officers and dancing at the Pasadena Athletic Club. Invitations will be in the mail within a few days for cocktails at 7 p.m., and a delicious prime rib dinner at 7:30. Installation of officers follows with dancing to a good combo starting at 9:30. We promise to keep the speeches short and with drinks only 50c, you can bet they might be interesting.

(EDITOR'S NOTE: What, dear, the speeches or the jolts?)

THANK YOU, ELAINE

By the way, dear old Editors, the girls of the WSCC scored the Glendale race with 11 girls under the supervision of our very capable scoring chairman, Carol Mourning. The mimeographed results for the press were handled by the SCCA—not the Women's Club.

• • •

Our outgoing "Madam" President, Florine Stovall, and husband Herbie are building a motel at Palm Springs, to be completed some time in the next few months. How much do you want to bet that this will be the first place to hang up a "No Vacancy" sign on Palm Springs race weekends? May we never see a vacancy sign, even on the hottest day, at the Stovall menage. What some people won't do to be near a race course!

Which reminds me — I'm no duchess, but I can wonder what kind of a deal did the Rossmore make the CSCC to get race headquarters? A more undeserving place would take some searching! Nothing like coming in from a cold, wet race to find the beds unmade, no maid service, and a rude desk clerk to tell you he didn't know you were staying over when their letter plainly stated you either stay two nights or no reservations. All this for $16 a night???!

• • •

The Women's Sports Car Club wishes everyone a Happy New Year. And with 19 races on the 1956 calendar, it looks like we will be as busy as the proverbial beaver. We hope the new officers of the sports car clubs will ask us to work at as many jobs as possible 'cause we are ready, willing, and able. With more than 100 members, we have the "woman power" for many tasks, and one sure way to keep women out of mischief is to keep them busy.* Our New Year's resolution is to do the best job possible, and do it **quietly!** How's that, boys?

And when do we start?

*(*EDITOR'S NOTE: This is one of the greatest truisms of all time!)*

PARRAVANO

★ ★ ★

HE OWNS FERRARIS BY THE BUSHEL

Tony Parravano, a short, pudgy Italian immigrant who came to this country and made good in a big way, is the man to beat at the Torrey Pines races Saturday and Sunday.

He will have some hot cars—and even hotter drivers—going for him both days:

1. Masten Gregory and Bob Drake, 3-liter Maserati.

2. Bill Pollack and Lou Brero, 4.4-liter Ferrari.

3. Pete Lovely and Ed Crawford, 1.5-liter Maserati.

Gregory is the ace who just did nip Ernie McAfee, 3-liter Ferrari, in that thriller at Palm Springs last month.

Tony, who isn't exactly broke, owns 9 Ferraris (2 of them coupes) from 2 to 4.9 liters, 1 Jaguar, 2 Cadillacs, 2 Maseratis, 1 MG (his wife drives this one) and 3 Grand Prix cars which are still in Italy.

In the U. S. for more than 20 years, Tony owns the Grand Construction Co., which he has been operating for six years. Before that, he built schools. He owned a cement factory near Chicago before coming to California.

His goal is to nail down the top drivers. Proof: Stirling Moss probably will tool his 3-liter Maserati in practice Sunday morning.

Nothing but the best for Anthony Parravano!

★ SPORTRAITURES . . . by Manning Hall

TONY (MR. FERRARI) PARRAVANO

FORMULA III RACING

By Mike Siakooles

AT THE NASSAU races the 500 boys had to lay out their own course with chicanes in the two long straights. The R.A.C. steward, Captain Eyeston, and the chief course marshal, Ken Gregory, were well pleased with their splendid cooperation and congratulated them also on their ability not only to put on a good show but do their own leg work as well.

MIKE SIAKOOLES

Torrey Pines starts off a new season of racing. A complete spectrum of special awards are being set up to include not only fast driving but also prizes for driver ability, good design, reliability, participation. This will help give an even break to all 500cc drivers and builders.

John Fox sold his Mk. IX Cooper to Harry Payne Whitney, and has ordered a new Mk. X. With his Ziss-tuned D.O. Norton for propulsion, he will be a hard boy to beat. There is a great deal of talk about D.O. Nortons and Triumphs but Lloyd Frazier is ignoring it all and is using a 4 cyl. 250cc 2 cycle super-charged engine. Since the 1956 500cc Club rules permit this size engine and with RPM someplace between 10 and 12,000, it should be interesting to watch.

• • •

A GOOD BUY

I just noticed an ad for a 1953 Kieft for sale in Texas. I didn't know they had any Formula III cars down there. If this car is as good as some of the stories I heard, it should be a darn good buy.

Walt Korft is ready now to start cutting metal for his very unusual homebuilt. After months of designing he has come up with a front wheel drive machine powered by a Crosley engine sitting sideways in the chassis, using a chain drive. 750cc Crosleys are allowed in U.S.A. 500cc Club racing rules. Walt plans to run on gas and also run as a sports car.

• • •

SAFETY NOTES

It was decided in 1953 by the Technical committee of the 500cc Club to make mandatory the carrying of fire extinguishers in 500s. There were some objections but after seeing this added weight put to good use, the boys realized the very real necessity for them and now carry them in their cars, even for practice runs around the block. Out of 18 races last year, I saw these small but effective fire extinguishers come into play at least eight times. I even noticed one driver carrying one in his shirt pocket for instant use in case.

For further information, contact The 500cc Club of America, Inc., 2708 W. Magnolia Blvd., Burbank, Calif.

Specialists in all body and fender work on sports cars; particularly specialists in aluminum body work.

KISER GARAGE

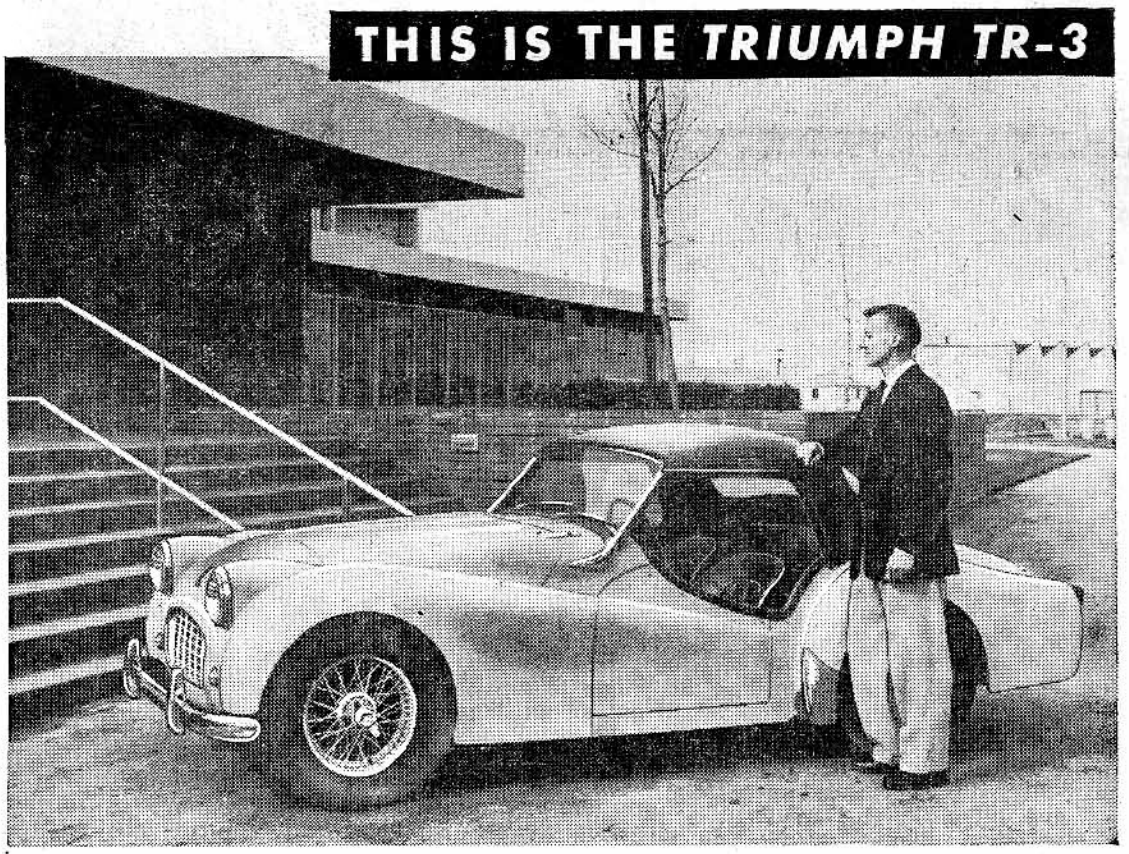
2800 So. Crenshaw Blvd., Los Angeles
RE. 2-0470

Specialists in Service for
Jaguar - MG & Austin-Healey
Now Specializing in
LANCIA

OSSIE & REG

2800 So. Crenshaw, Los Angeles
RE. 2-0470

THIS IS THE *TRIUMPH TR-3*



NEW POWER-SPEED STYLING

The TRIUMPH TR-3 with 100 horsepower accelerates from 0 to 50 mph in 8 seconds with a top speed of 110 mph. The 1991 cc. engine makes it a Class E entry for those who prefer competition and its fabulous 30 miles-per-gallon economy makes the TR-3 the ideal family car.

New beauty in body colors and upholstery with flashing chrome trim and new comfort with the All-Weather Sliding Windows give the exciting TR-3 greater appeal than ever.

Triumph dealers everywhere eagerly invite you to come in and ask for a demonstration. You'll never forget the thrill of driving a TRIUMPH TR-3.

It's a **TRIUMPH**

$2795 plus tax and license at U.S. ports of entry. Wire wheels optional extra. Portable soft top kit available on special order.

Parts and service are readily available coast to coast.

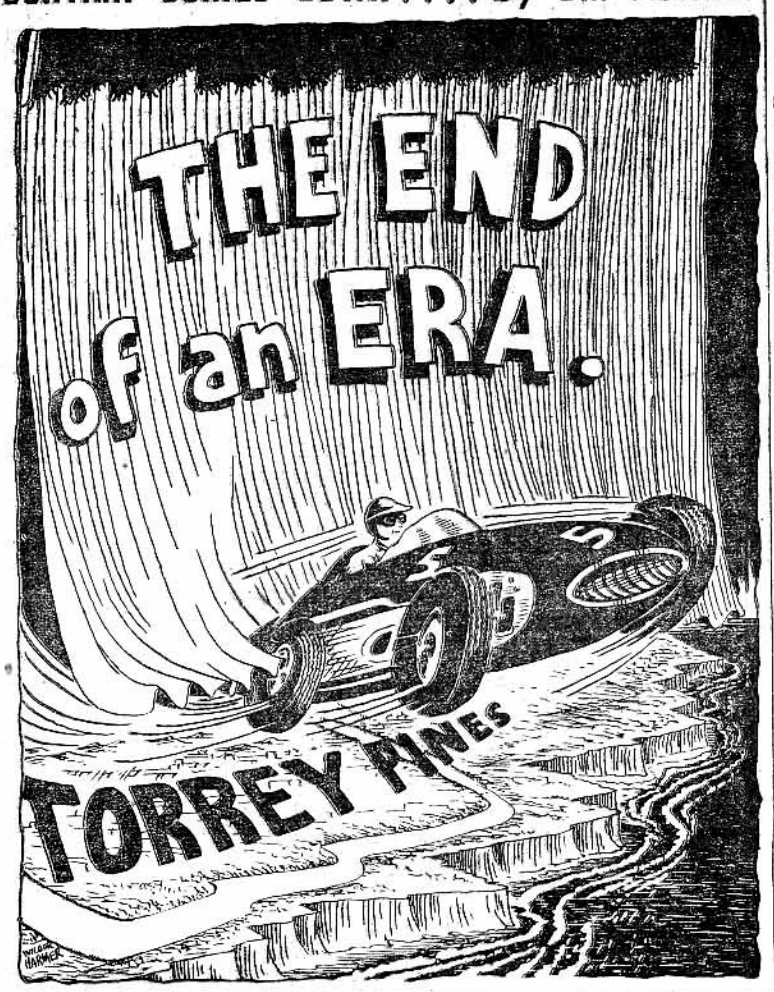
SEE THE TRIUMPH TR-3 NOW at these Authorized TRIUMPH DEALERS.

NICK PASTOR — South Gate, Palm Springs
LARRY REED, INC.— Los Angeles
KOOP FOREIGN CARS — Alhambra
BARNEY MOTOR SALES — Burbank
BRITISH MOTOR SALES — San Diego
WESTCOTT MOTORS — National City
BRITISH MOTOR SALES — La Jolla
IMPORTED SALES & SERVICE — San Luis Obispo
FRANK WHITE SALES — Pomona
WILLIAMSON MOTORS — Los Angeles
HOLIDAY MOTORS, INC.— Studio City
HARVEY MAYER MOTORS — Costa Mesa
ED. DEMPSEY — San Bernardino
HARRIS MOTOR COMPANY — Ventura
"SIPPI" AUTO SALES — Hermosa Beach
GAUGH FOREIGN MOTORS — Fresno
SPORTS CAR CENTER — Riverside
DALE BROWN MOTORS — Long Beach

CAL SALES, INC. EXCLUSIVE DISTRIBUTORS WEST OF THE MISSISSIPPI

1957 W. 144th Street, Gardena, California • DAvis 9-7575

CURTAIN COMES DOWN .... by Bill Harmer



POWELL'S RACING POW-WOW

(Continued from Page 2)

prepared by an ex-newspaperman. Yes, it was a mutually fine arrangement of client and agent until one of us goofed. And I don't believe I did.

● ● ●

A MUNIFICENT OFFER OF $150

FICTION: Gold Suit paid off like a slot machine and I really have no business saying bad things about him because he treated me fair and square through the years.

FACT: On the whole, thing weren't bad on the pay end of our deal. Remember, and mark this well, Goldie has a huge income from his regular business (racing was supposed to be just a hobby), while I depended upon my publicity business completely for my livelihood. I recall one race in Oakland where I spent three weeks away from my home and family, and Goldie munificently offered me $150! After I beefed loud and long, he grudgingly added another C-note. Bad weather hurt the gate, so I was supposed to suffer the consequences.

At the time Gold Suit forced me to make a decision whether to cast my lot with him or stick with my partner, there were absolutely no guarantees from him as to whether I'd be handling one race, six, a dozen or nothing at all promotion-wise, yet I was supposed to dump a going business!

Moreover, Goldie never kept me on a retainer between shows, not a dime's worth during all the years; what I did for a living between his races was my own look-out! The greatest thing he did for me was to loan me $1000 (without interest) so's I could purchase my home on the Cal-Vet plan several years ago. I've paid back all but $300, which he'll get in due time, but don't think he hasn't turned his legal eagles loose on me to collect the balance owed him!

● ● ●

YES, SIR, GOLD SUIT WAS SHARP!

I certainly don't begrudge him his loot, but I must admit I didn't quite enjoy his dealings when my partner and I were newly in the ad agency business. We'd hoped to be of better service and do more things for Gold Suit, and I was naive enough to think he wouldn't haul out the chisel on us after long years of handling his account.

Certain agencies in L.A. and elsewhere had permitted him to place his business with them with the understanding that he'd receive a "kick-back" either in credits or in extra services rendered. That's what actually led to the breaking up of our pretty fair promotional team.

We wouldn't stand still for the chisel treatment!

Gold Suit then gave me the choice of deciding whether to stick with him and keep the account or maintain the agency with my partner and lose it. The discussion arose at a Carrell Speedway race, and I had until the next morning to render my verdict at a meeting at his home.

Meantime, before I'd arrived at the house, Old Goldie HAD ALREADY HIRED ANOTHER PUBLICIST WITHOUT THE COURTESY OF WAITING FOR A DECISION! The man's name, if you'd care to check, is William (Bill) Asay, now with a national advertising concern in L.A.

I really don't mean to be washing my dirty linen in public.

However, in the face of rumors, half-truths and outright lies being circulated around town, I honestly feel the FACTS should be presented.

If ANYONE has the right to wear the agonized countenance of a harpooned maiden pterodactyl, it should rightfully be yours truly!

No dice, though. Gold Suit did me one helluva favor the day he let me select between him with his flashy suits and flashier Caddies, his quarter-million dollar View Park mansion and those EXCITING visits to his malodorous rubbish dumps and hog ranch; and my partner, whose illustration in his column is quite symbolic of the happy, carefree business and private life associations I truly enjoy.

Right, Smitty?

Adios, Torrey Pines

★ ★ ★

Finale at Famed Seaside Course

THE SEVENTH RUNNING of Torrey Pines will mark the end of an era. When the last cars roar across the finish line on Sunday, the twisting asphalt circuit that was one of the nurturing grounds for a lusty young sport will grow still, never again to reverberate to the sound of thundering exhausts and the scream of highly-stressed engines. An American classic will make way for more prosaic things.

Originally, the choice of Torrey's pine-edge roadways for a racing site was a combination of necessity and availability. The first event, in December of 1951, was slated for Del Mar, but a last-minute disagreement left eager competitors without a track. It was then that some unknown genius suggested that the unused roads on what was then a deserted Army base be utilized. Thus began the series of races that were to receive nation-wide acclaim.

FAMOUS NAMES

And Torrey has played its part in road racing well. Internationally-known Phil Hill cut many of his competition eye teeth over the rugged circuit and Johnny von Neumann, Roger Barlow and Ken Miles and literally dozens of others helped carve their niche in history along its twisting roads.

Late in 1954, Torrey blazed across the U.S. competition world with new vigor when it was chosen the site of the first endurance run on the West Coast. So successful was that event that it repeated at Torrey again late in 1955. The third of these gruelling six-hour battles will be the circuit's last.

Ironic though it may seem, just when road racing is beginning to flex its muscles and give promise of a bright future, one of its greatest circuits must disappear to make way for a golf course. But the drivers who have clashed on the bluffs above the sea will never forget its challenge, nor will the thousands of fans who have lined it through the years.

In order, following are over and under-1500cc winners of past Torrey Pines races (with one exception, all CSCC events):

December, 1951 — Michael Graham, Cad-Allard; Roger Barlow, Simca Special.

July, 1952—Phil Hill, Ferrari; John von Neumann, Porsche.

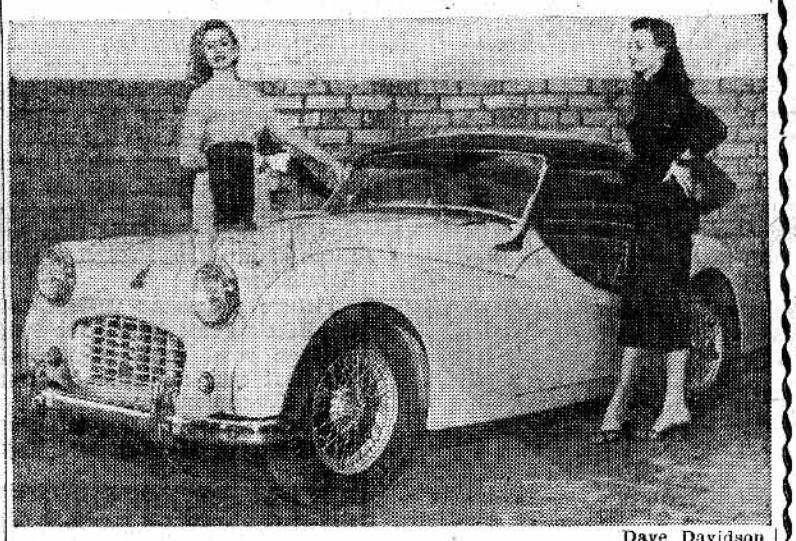
December, 1952—Phil Hill, C-Jaguar; John von Neumann, Porsche Le Mans.

July, 1954 — Bill Pickford, Jaguar Special; George Beavis, Beavis Offenhauser.

November, 1954 — Six hour: Louis Brero, C-Jaguar; Index: Bill Thomas, Moretti; Ignacio Lozano, Cadillac-Kurtis; Cy Yedor, MG Special.

July, 1955 (SCCA)—Carroll Shelby, Ferrari; Pete Lovely, Porsche-Cooper.

October, 1955 — Six hour: Pearce Woods, C-Jaguar; Index: Francois Crouzet, Panhard; Bill Murphy, Buick-Kurtis; Ken Miles, MG Special.



Dave Davidson

HERE IT IS!—One of the first published photos in the U.S. of the 1956 Triumph TR-3 shows the beauty being eyed here by two equally beauteous models. Note the new grille, fender beading and additional space provided by jump seat behind driver. And the horsepower has been boosted to 100. Check the dolls, too!

Gaylord Sports Car Makes Bow in Chicago

Latest attempt to invade the sports car field with an American-built product came with the introduction of Gaylord hardtop-convertible. Manufactured in Chicago, the two-seater will deliver 300 HP at 5200 rpms.

Car was designed by Brooks Stevens, builder of the Excalibur sports car which has won numerous eastern events.

JALOPY RECORD SET

Jasper Lopiccolo's record-shattering run in the semi-main highlighted the jalopy races held at Gardena Stadium Jan. 8. Lopiccolo toured the circuit for 15 laps in 4:02.65, taking four seconds off the previous mark. Winner of the main event was Dick Barry.

SUBSCRIBE NOW—TODAY . . .

MOTORACING's free list has ended, so to insure not missing an issue, subscribe today. Fill out the handy blank on page 3.

Personalized Service for Your Imported Car and at the RIGHT PRICE

Repairs and Modifications by

Bob Woods
Frank Aldhous

We Service All Foreign Makes

Body & Fender Work By Curly Davis

Bob Ray Woods
657 No. Vermont Ave.
(Corner Melrose)
Los Angeles 4
NOrmandy 4-3216

RENAULT REGIE NATIONALE

Renault Parts Depot
West Coast Distributors Inc.

SUPERCHARGED VOLKSWAGEN!

Gives Porsche "Like" Power
Now Only $199.50* Installed

Think of it! Zero to 60 mph in less than 16 seconds. . . . High gear acceleration and power equal to 3rd gear stock. Top speed over 85 clocked. All this with NO sacrifice of traditional VW dependability. Economy? Even better at all times—you are not using boost . . . only slightly less under hard-driving conditions.

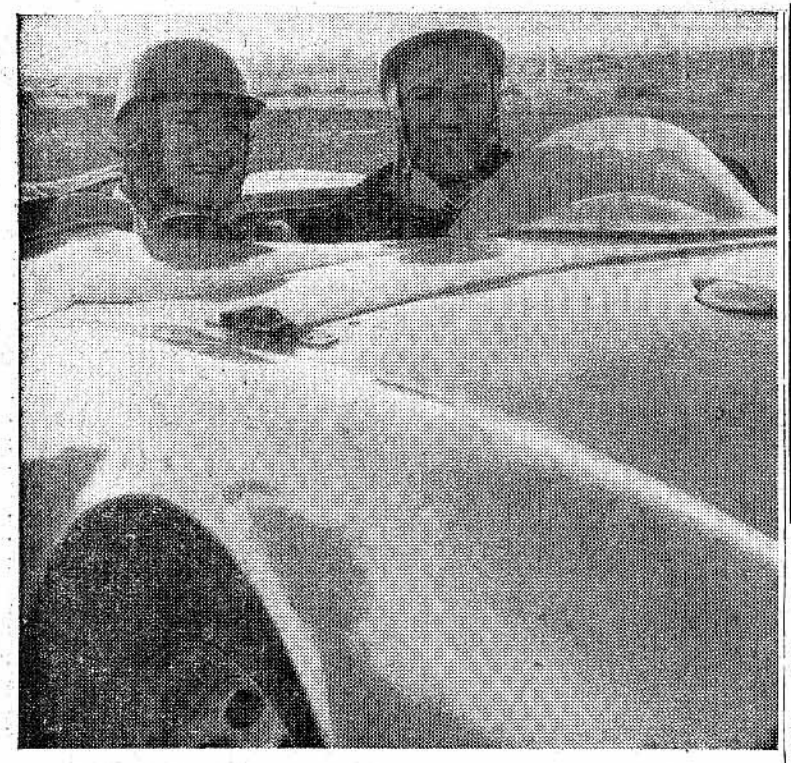
PEPCO SUPERCHARGERS

Models Also Available for MG, Porsche, Nash Metropolitan and Other 1 1/2 Litre Cars.

DISTRIBUTOR FOR ALL STATES WEST OF MISSISSIPPI . . . DEALERS EVERYWHERE

BILL COREY 17 East Holly St. Pasadena, Calif.
Telephone SY. 5-6743

* PLUS TAX



ENGLISH ACES—Ken Miles, left, and Stirling Moss in Porsche Spyder during practice session at Willow Springs before Moss flew to New Zealand, where he won Grand Prix last Saturday. Ken turned in a 1:50 lap, Moss 1:48. Ken picked up several pointers.

STIRLING MOSS AND RACE COORDINATOR AL PAPP
Fun at Fireside Inn Party—and Look What They're Holding

Matthews Airs More Sports Car News

Jim Matthews is now on the air over KNX radio Thursday nights on the Gil Henry Tonight Show, 9:15 to 10 p.m. He comes on about 9:35 with live-wire sports car news. After the basketball season, the popular sports car expert will broadcast on Fridays.

This is in addition to his Saturday afternoon airing of sports car news between 2 and 3 p.m. on the Maurice Hart show.

Patients Benefit from Motoracing's Readers

MOTORACING continues to reach hospitalized veterans in ever-increasing numbers.

S-P Motors, Albuquerque, was responsible for a free subscription to the U. S. Veterans Hospital in Albuquerque. Andre de Toth, movie director of Thunderbird racing fame, was credited with three subscriptions to the Atascadero Hospital and two to Sepulveda Hospital. J. Stanley Mullin, CSCC board member, had an extra sub go to the U. S. Naval Hospital, Oceanside.

This augments the scores of subscriptions already sent through the kindness of MOTORACING'S readers.

Race Movies Billed At Western Theatre

Re-opening of the Western Theatre at 39th and Western was marked by a unique policy. Under the management of Alex Xydias, well-known racing figure, the house now shows only speed sport movies, the present program covering the Bonneville Speed Trials, the Gold Cup boat races and the Pomona Drag Championship.

Future programs will feature the Pike's Peak Climb, the Palm Springs road races, Campbell's jet boat run and the National Drag Championship.

Movies start at 8 p.m. every night except Monday and Tuesday.

HEARSE, ANYBODY?
1937 CAD LA SALLE HEARSE. Live & jumping. A real dream boat. $75. Bill Heinz, 3022 Watseka Ave., L.A. 34, VErmont 9-9032.

Ken Mylenspeigel's Merry Pranks
or
What Price Gotterdammerung?

LIZZIE Borden took an axe
And hit her father forty whacks
When she saw what she had done
She hit her mother forty-one.

BUT look you now at Kenny Miles
Who quickly and with widest smiles
In one or t'other of green shingles
Did wax them all. Since he mingles

NO more Limey, with Italian
Money methods Bacchanalian,
Nothing cheapo, nothing spotty
Do the job in Maserati.

MG fails to cut the mustard
Racing-wise, they're surely busted.
Can't with speed nor shekels match it
Miles has gotten out the hatchet.

A RING of rope poor Lizzie hung
Now Kenny's Ring is Nibelung.
So Yo-To-Yo-Ho for Uncle Ken
Anglo-Saxon to Lombard then

GOES all Goth. The other panic
Leadfoot Lizzie's gone Germanic.
My! His smile is even wider
Heeza charger in a Spyder.

CHON and Ellie too are thriving
Having purchased Kenny's driving
Surely they will be the master
Till apparent something faster.

WHEN the Porsche power lacks
Will Lizzie's momma get the axe?
—WILLIAM WADSWORTH FRENDO

TORREY LURES TOP FIELD

(Continued from Page 1)

there will not be too much practice connected with it.

A field of 65 cars, five under the limit, goes in the six-hour endurance race, third to be held at Torrey, Saturday, starting at 11 a.m. Practice starts at 9.

Past two enduros were won by Brero and Pearce Woods, both in C Jags.

A full program of six races starts at 11 a.m. Sunday.

Moss sought to enter as a competitor, but could not get FIA clearance.

With a break in the weather, at least 5000 fans are due for the enduro, and close to 20,000 on Sunday.

For both days' action all eyes will be on the entrants of Parravano, the wealthy Inglewood contractor, and Johnny von Neumann, foreign car distributor who temporarily benched himself in favor of developing a winning driver (!) in the person of Ken Miles, who has sold his potent MG Special and should do better than average with a silvery Porsche Spyder.

EDGE TO TONY

Because of the diversity of his powerful Italian machinery, the edge must go to Parravano.

Going for him will be Gregory, whose spectacular victory over Ernie McAfee at Palm Springs will not soon be forgotten, and Bob Drake in a 3-liter Maserati; Pollack and Brero, 4.4-liter Ferrari, and Lovely and Crawford, 1.5-liter Maserati.

The biggest and toughest threat of all, however, is one of von Neumann's entrants, Phil Hill, Santa Monica, winner in five of 12 national and international races in 1955. Phil will drive Johnny's 3-liter Monza Ferrari and figures as the prime favorite in the over-1500cc Sunday main event.

In the six-hour, Miles will team with Johnny McLaughlin, and goes in another Spyder on Sunday.

Ernie McAfee races a 4.4 Ferrari and is not to be taken lightly. The car will not be in the shape it was at the Glendale Grand Central races.

THREE D JAGS

Of special interest will be the appearance of three D Jaguars, piloted by Ignacio Lozano, Jerry Austin and Pearce Woods. Those who have been berating the D Jag (on basis of the last Palm Springs races) are due for a big surprise.

Index of performance action in the enduro figures as a hectic duel involving Francois Crouzet in Harry Kite's DB Panhard Le-Mans, the car he drove without a pit stop to win the six-hour index last October, and Ernie McAfee in his Moretti. This is the iron which Bill Thomas took the index in the first marathon.

Race chairman is Joe Weissman, and the races are being staged by the CSCC and the San Diego Junior Chamber of Commerce.

Tech inspections are scheduled for Tuesday night at Max Balchowsky's Garage in Hollywood, and Thursday night at Ed Savin & Sons on Soto St. The final one is billed for 7 a.m., Saturday, at the track by appointment only.

Le Mans 24-Hour Race Slated for Aug. 4-5

LE MANS, France, Jan. 10—After lengthy dickering on selectiontion of a date, announcement was made here today that the famous Le Mans 24-hour sports car race will be held Aug. 4-5. Dates were set by the Automobile Club of the West.

Another Expert Joins Motoracing Staff

Latest to join MOTORACING'S staff of experts is W. Robert Nitske, long a follower of the sports car racing scene and a leading authority on international racing.

His first column, "The European Scene," appears on Page 7.

Nitske is the author of the exciting "The Complete Mercedes Story," best-selling book on the 70-year history of the Mercedes-Benz. The book is available at Autobooks, 2708 W. Magnolia Blvd., Burbank, Calif. He is also a contributor to leading automotive and racing magazines.

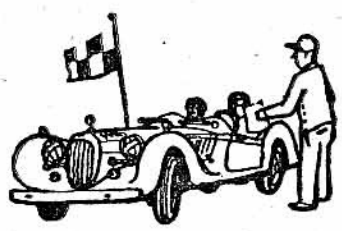
MICHELIN "X" TIRES
For Fast Cars
Hal Moody's Tire Service
4698 San Fernando Road
Glendale 4, Calif.
CH. 5-5119 Cl. 1-1123

(Reprinted from San Francisco Chronicle)

Sports Car Rally

by

Josh Hogue

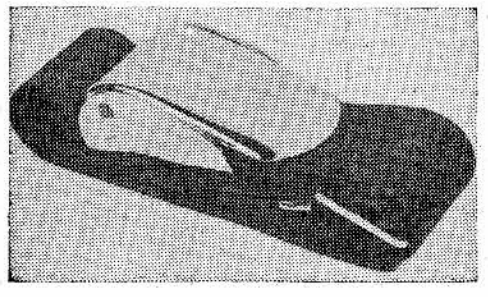


SPORTS CAR SCUTTLEBUTT . . . Picked up a copy of **MOTORACING** from Fred Block last Friday. This magazine is the "most." Published in Los Angeles at 8826 Sunset Blvd., Los Angeles 46. Send them $1 and you'll receive it for a year. You won't be sorry. We sent our buck today . . .

(EDITOR'S NOTE: At the time Josh Hogue wrote this, the introductory offer of $1 per year was in effect; since Jan. 1 the subscription rate has been $2 per year.

CUSTOM MADE AUTO TOPS
SEAT COVERS—TONNEAU COVERS
Complete Upholstery Work on Foreign and Domestic Cars
SELBY YARD
5420 Laurel Canyon Blvd. SU. 1-0981
Present this ad with your old Tonneau and receive $5.00 credit on a new one.

READY TO SAVE YOUR LIFE! . .



MG Mitten safety belts are ready to save your life . . . made of nylon . . . women like them because they don't wrinkle clothes. Surpass CAA specifications. Equipped with eyebolts and hinged end fittings for quick changing from car to car. In black, gray, red, green, blue and white. Only $9.95 each — a set of 2 for $19.50.

ORDER TODAY, and you'll be safer tomorrow!
MG MITTEN *Dept. ML-3, Box 121, So. San Gabriel, Cal.*

LETTERS to the Editor

(Continued from Page 2)

Simca convertibles on the Coast. Now am proud owner of a '56 T-Bird. It's a darn good and fast highway "sports" car. Best of luck and long life for your fine publication.

Duke of Catalina
Hollywood

New York Interest

I would like first to send you my congratulations regarding your fine newspaper. As one who has followed sports car racing in Europe and here very closely for years, I was especially impressed with "all the racing news" as well as the good coverage . . . The articles on the chosen subjects impart to those interested in sports car racing and automobile racing a great deal of information and knowledge. I was delighted with the issue I was given by a friend. I am looking forward to each succeeding issue.

I want to encourage subscriptions. The National Sports Car Club of America and the Thunderbird Owners' Club of America are new clubs. If possible, I would like to help you build up your paper in the East and all over the USA.

I will gladly send you one or two times a month news and stories, pictures, etc., of both clubs, plus outside news, as I am informed around New York circles and in European racing.

Marcel L. ODie
President, National Sports Car Club of America
New York, N. Y.

ED. NOTE: Thank you, will try to use as much of your material as possible.

Tom Scripps Writes

I read MOTORACING from front to back and want to congratulate you on the fine job. Best wishes for a long and prosperous future in your new enterprise and put me down for a year's subscription.

Thomas O. Scripps
Public Relations Manager
Los Angeles Office
Ford Motor Company

Good Idea Here

Enclosed plase find my check. MOTORACING is fresh and interesting. I have a Healey that I race and while I get a big kick out of driving, it is hopeless to think of placing against the big cars and name drivers. I believe all sports car owners and drivers would enjoy a race driven by sports car drivers, fellows that drive their car in business and pleasure as well as racing.

Earl Grafton
Pacific Grove, Calif.

Arrowhead Letter

Our club thinks MOTORACING is really fine. I'm sure most of our members are going to subscribe to it. Lots of luck. We'll be looking forward to every issue.

William C. Roberts
Arrowhead Foreign Car Club
San Bernardino, Calif.

Read in Flight

I read MOTORACING on a flight back to St. Louis. I'm a veteran at the Veterans Administration Branch and am interested in racing news. Your paper is one of the best I have read in some time. Keep it up.

Lewis Longlands
Veterans Administration Branch
Los Angeles 25

Two-Hour Reading

I was browsing through the auto show at the Pan-Pacific Auditorium when I came across your paper. I was collecting literature and then I went home. At home I picked up your paper and read it for two hours. It was issue No. 3 and told about the Glendale races, which I saw. The part I liked best was the results, in which you tell why each car did not finish. I have never seen such an accurate list. I would like to obtain every issue starting with Vol. 1, No. 1. Please enter my subscription with the first issue.

Harvey Lynn
Los Angeles 45

Merced Midget Fan

I, too, would like to tell you how much I enjoyed reading your paper and congratulate you on being alert and up to the minute with news. I particularly liked your writeup on Willow Springs and have atended both events which were very thrilling.

E. G. Shively
Merced, Calif.

Kunstle Plugs Staff

I was overwhelmed while reading your new paper, a fine institution you just started. Sorry I missed the first issue, but our pit was too busy at Torrey Pines. My compliments in the choosing of your staff—it is of the best to handle our sport . . .

I would very much enjoy becoming one of your subscribers for one year, and if there is anything I can do from Northern Cal. to help you, just drop me a line.

Jean P. Kunstle
Carmel, Calif.

Second Issue Better

Your second issue was even more excellent than the first. Here is my subscription to add to the thousands that you're bound to receive.

I expect that your coverage of other than local events will grow as your paper expands.

I believe many readers would really go for at least a column devoted to rallys—if the number or importance of the events warranted it.

I realized that you are not, and probably don't intend to be, in a position to cover Grand Prix racing. However. I do hope that you'll publish the results of the big races on the continent.

I wish you growing success (you can't miss!).

Lawrence L. Herrod
Los Angeles 5.

(ED. NOTE: MOTORACING will carry results of all big races on the Continent, plus a lot more.)

'Just What We Need'

MOTORACING seems to be just what we need to get results and news without waiting for months after the events.

Everyone I have talked to that has read MOTORACING likes everything about it, and the way it is presented.

B. J. Benjamin
San Diego, Calif.

P.S.: Would you be kind enough to send me the first two copies so my file will be complete. Thank you.

Pleasure to Give

Your newspaper is great. In my opinion, it is the only sufficient auto racing news in America. It prevents one from subscribing to an expensive English magazine.

Bob Niven
Claremont, Calif.

SUBSCRIBE NOW—TODAY!

MOTORACING'S free list has ended, so to insure not missing an issue, subscribe today. Fill out the handy blank on page 3.

Final 1955 AAA Point Standings

(California Drivers in Bold Type)

CHAMPIONSHIP

1.	B. Swkt	2,290	29.	D. Carter	112.9
2.	J. Bryan	1,480	30.	J. Tolan	110
3.	J. Thmn	1,380	31.	B. Unser	100
4.	T. Bthn	1,060	32.	F. Peters	100
5.	A. Lndn	1,0.47.8	33.	T. Hnrstz	100
6.	J. Davies	890	34.	J. Kay	90
7.	P. O'Cnnr	800	35.	K. Andrws	80
8.	P. Flhrty	790	36.	E. Elder	80
9.	G. Amick	750	37.	C. Lwdrmn	60
10.	W. Flknr	447.6	38.	E. George	60
11.	A. Hermn	380	39.	J. Parsons	53.2
12.	B. Veith	365	40.	B. Homeier	52.5
13.	J. Boyd	350	41.	S. Tmplmn	50
14.	D. Frind	315.2	42.	P. Woods	50
15.	P. Russo	300	43.	C. Weyant	50
16.	A. Cross	300	44.	G. Hartley	50
17.	R. Ward	252.2	45.	E. Sachs	46.8
18.	J. McGrth	240	46.	M. McGuhy	40
19.	J. Dywlt	226.4	47.	P. Klnsmd	40
20.	M. Magill	210	48.	J. Turner	33.4
21.	B. Finney	200	49.	G. Hmmnd	30
22.	T. Bndies	200	50.	B. Cagle	20
23.	J. Reece	180	51.	L. Unser	20
24.	E. Russo	165	52.	L. Duncan	17.1
25.	E. Elisian	160	53.	E. Johnson	10
26.	L. Robrts	160	54.	E. E. Cox	10
27.	L. J. Ensr	140	55.	C. Mslman	10
28.	J. Unser	120			

MIDWEST BIG CAR

1.	B. Swkrt	416.75	19.	J. Parsons	40
2.	E. Sachs	358	20.	F. Duvall	27
3.	P. O'Cnr	314	21.	G. Force	23
4.	A. Lndn	256.75	22.	G. Amick	20
5.	D. Cartr	201.5	23.	C. Scrggns	14
6.	B. Veith	196.5	24.	S. Tmplm	12
7.	J. Turnr	176.25	25.	B. Hmier	12
8.	E. Gorge	162.75	26.	G. Vndrhn	11.5
9.	D. Frind	157	27.	J. Boyd	10
10.	J. Dywlt	148	28.	P. Goacher	8.75
11.	B. Cagle	122	29.	A. Herman	7
12.	D. Bransn	92	30.	T. Ruttmn	6
13.	E. Elisian	85....	31.	W. McWtr	4
14.	M. Magill	80	32.	H. Kelley	4
15.	C. Boyd	71.5	33.	D. Kladis	4
16.	T. Btnhsn	66	34.	G. Wilson	3
17.	T. Mnhshz	45	35.	R. Smith	3
18.	J. Reece	44....	36.	E. Elder	3

EASTERN BIG CAR

1.	T. Hnrstz	540	26.	B. Warke	61
2.	C. Mslmn	463	27.	B. Randall	58
3.	F. Peters	387	28.	S. Yanigan	48
4.	M. Magill	295	29.	N. Fornora	47
5.	H. Rogers	248	30.	W. Case	43
6.	J. Bryan	246	31.	L. Tobias	24
7.	J. Sostillo	229	32.	E. Elisian	30
8.	A. Hermn	224	33.	J. Kay	30
9.	J. Thomsn	224	34.	R. McFee	30
10.	E. McCoy	195	35.	R. Mealy	26
11.	D. Carter	195	36.	C. Boyd	22
12.	E. George	184	37.	A. Keller	20
13.	D. Kladis	147	38.	Romit	12
14.	B. Veith	140	39.	H. Bechtol	11
15.	W H Bwn	113	40.	G. Amick	11
16.	J. Barzda	96	41.	C. Sarle	11
17.	E. Sachs	96	42.	B. Olsen	9
18.	J. Mattera	90.5	43.	McWithey	8
19.	R. Records	87	44.	D. Shaeffer	8
20.	B. Cagle	80	45.	E. Johnson	6
21.	P. O'Cnnr	73	46.	D. Wood	5
22.	L. Duncan	70	47.	G. Wilson	4
23.	R. Klar	68	48.	B. Viets	3
24.	B. Sweikert	68	49.	J. Mattera	2
25.	L. Loux	63	50.	R. J. Wlms	2

STOCK CAR

1.	F. Mundy	1,370	21.	G. Lynch	85
2.	L. Snow	1,045	22.	M. Irish	80
3.	J. Rathman	900	23.	J. Bryan	80
4.	M. Teague	860	24.	P. Flaherty	70
5.	J. McGrath	800	25.	J. Reece	60
6.	T. Bttnhusn	520	26.	G. Michaels	60
7.	A. Swenson	490	27.	C. Swanberg	60
8.	W. Faulknr	479	28.	J. Radtke	60
9.	F. Burany	365	29.	D. Booth	55
10.	B. Kearney	350	30.	I. Kerbel	50
11.	J. Lewis	205	31.	L. Presser	50
12.	J. Sudderta	185	32.	B. Taylor	45
13.	J. Wright	165	33.	G. Ray	45
14.	J. Parsons	150	34.	W. Houdek	40
15.	B. Barr	150	35.	Joie Ray	40
16.	W. Miller	150	36.	W. Geiss	30
17.	K. Netzel	140	37.	F. Curtis	30
18.	K. Reeder	135	28.	B. Holland	25
19.	T. Ruttman	120	39.	B. Sweikert	20
20.	J. Davies	90	40.	V. Rizzo	20

MIDWEST MIDGET

1.	J. Turner	2,576	34.	P. Howe	221
2.	S. Tmplm	2,014	35.	B. McLean	216
3.	C. Rodee	1,931	36.	J. Boyd	210
4.	R. Easton	1,929	37.	A. Alpern	209
5.	E. Sachs	1,856	38.	A. Chmbrln	203
6.	G. Hartly	1,726	39.	G. Tichenor	201
7.	L. Wrrinr	1,688	40.	G. Fonder	166
8.	P. Goachr	1,499	41.	R. Graham	140
9.	J. Tolan	1,438	42.	V. Land	135
10.	J. Knight	1,270	43.	R. Duman	135
11.	G. Amick	1,184	44.	R. Kaplan	130
12.	J. Kay	1,076	45.	M. McGrvy	120
13.	E. George	903	46.	J. Florian	120
14.	E. Elder	851	47.	W. Hostetlr	119
15.	G. Biro	813	48.	B. Doster	113
16.	B. Boyd	800	49.	A. Herman	98
17.	C. Weyant	736	50.	T. Lenti	97
18.	T. Bttnhsn	532	51.	N. Carter	96
19.	J. Giba	490	52.	J. Chandler	75
20.	H. Kelley	486	53.	B. Wood	69
21.	J. Davies	421	54.	B. Homeier	67
22.	E. Russo	419	55.	F. Burany	66
23.	A. Linden	416	56.	A. Furci	63
24.	F. Parker	384	57.	C. Young	47
25.	B. Veith	379	58.	D. Brown	45
26.	V. Carter	338	59.	A. F. Foyt	38
27.	G. Force	337	60.	A. Hartsfeld	38
28.	M. Wilson	329	61.	J. King	26
29.	D. Branson	298	62.	T. Hartley	20
30.	J. Fedricks	280	63.	B. Husman	17
31.	J. Parsons	262	64.	D. Kladis	10
32.	E. Johnson	248	65.	D. Shaeffer	4
33.	R. Newman	238			

NATIONAL MIDGET

1.	J. Turner	2,861	48.	A. Herman	233
2.	S. Tmplm	2,474	49.	E. Kouba	233
3.	C. Rodee	2,323	50.	P. Howe	221
4.	R. Easton	2,250	51.	A. Alpern	221
5.	G. Hartly	2,005	52.	R. Crawfrd	219
6.	E. Sachs	1,980	53.	G. Tichenor	216
7.	L. Wrrnr	1,763	54.	B. McLean	216
8.	G. Amick	1,755	55.	J. Garson	215
9.	J. Tolan	1,502	56.	L. Axle	215
10.	J. Knight	1,435	57.	V. Land	210
11.	P. Goachr	1,469	58.	B. Zaring	187
12.	J. Kay	1,191	59.	B. Sager	172
13.	C. Weyant	1,088	60.	D. Daly	165
14.	E. Elder	1,018	61.	G. Stephens	154
15.	G. Biro	969	62.	J. Hobel	150
16.	J. Davies	966	63.	T. Lenti	146
17.	B. Boyd	942	64.	R. Graham	140
18.	E. George	919	65.	B. Wood	137
19.	J. Boyd	715	66.	R. Duman	135
20.	H. Kelley	704	67.	L. Duncan	128
21.	T. Bettnhsn	682	68.	A. Furci	123
22.	B. Veith	645	69.	D. Reese	120
23.	C. Niday	634	70.	J. Florian	120
24.	E. Russo	584	71.	N. Fornora	120
25.	D. Branson	559	72.	A. Martino	117
26.	J. Giba	535	73.	D. Malone	114
27.	A. Linden	525	74.	T. Romit	105
28.	F. Parker	505	75.	D. Oakes	105
29.	V. Carter	491	76.	E. McCoy	102
30.	J. Parsons	487	77.	B. McNeese	98
31.	R. Ward	482	78.	N. Carter	96
32.	J. Reece	445	79.	B. Taylor	92
33.	G. Fore	409	80.	D. Brown	90
34.	B. Homeier	396	81.	E. Yeager	75
35.	G. Fonder	390	82.	S. Yanigan	75
36.	M. Wilson	329	83.	J. Chandler	75
37.	A. Chmbrln	303	84.	R. Marlow	67
38.	D. Wilson	287	85.	F. Burany	66
39.	B. Doster	279	86.	R. Hamilton	62
40.	J. Fedricks	278	87.	J. Sostilio	60
41.	E. Johnson	248	88.	D. Shaeffer	60
42.	W. Hostetlr	247	89.	Speed McFee	60
43.	F. Campbell	245	90.	T. Rice	58
44.	P. Headrick	244	91.	R. Klar	50
45.	C. Willard	243	92.	W. Hoffman	49
46.	R. Newman	238	93.	Sam Hanks	47
47.	R. Kaplan	235			

Know These Drivers?

HERE'S ANOTHER chance to win a battery-powered Triumph TR-2 model by being the first one to correctly identify all the pictures to the right. Only the first completely correct answer received can win the model, but anyone answering any past and future quizzes correctly is eligible for the playoffs, photos for which will be published in a later issue.

At present, play-off awards consist of a free steak dinner at Blarney Castle, a subscription to MOTORACING and other prizes soon to be announced. Entries for this week's contest must be postmarked no later than midnight, Jan. 18.

Because of the mail delay caused by the holidays, the list of those eligible for the play-offs was incomplete at press time. But winner was Len Feil of Alhambra.

Awards will be made on the basis of the earliest postmark and the decision of the judges is final.

Last week's contest answers: (1) If you looked closely, you would have identified the partially hidden car as the Alfa Romeo BAT. (2) Those dark spots in the background were not chimneys, but the posts reinforcing the hay on turn two at Torrey Pines. (3) The racer was rounding one of the turns at Pebble Beach. (4) The rarely seen little bomb was a Cunningham.

This week's quiz is simplified. Just identify the familiar faces and take home the loot.

PHOTO NO. 2

PHOTO NO. 3

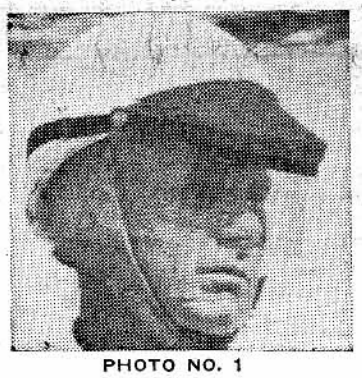


PHOTO NO. 1

PHOTO NO. 4

VOLKSWAGEN — PORSCHE
Early Delivery • Easiest Terms • Low Downs
Also see our New Used Car Department.
EUROPA MOTOR CAR CO. LTD.
SU. 20279 — 11055 Ventura Blvd.
ST. 77605 — North Hollywood

BRITISH AUTOMOBILE CO.
Austin & Austin-Healey
Sales, Service & Parts
6366 De Longpre — HO. 2-6437
1 Blk. S. Sunset, 1 Blk. W. Vine

Our Beautiful New
BANQUET ROOM
Available for Your Club Functions
Luncheon - Dinner - Late Supper
25 to 135 Capacity
BOB DALTON'S
La Cienega—1 Block north of Wilshire, Beverly Hills
Olympia 2-2844 — Oleander 5-8506

BUY YOUR AUSTIN-HEALEY or MG
from
Jack Berman's
BRITISH MOTOR CAR CO.
9372 Wilshire Blvd., Beverly Hills, Calif.
Whose Volume Permits Tremendous Savings to You
BR. 2-6757 -:- CR. 6-5088

MOTORACING
8826 Sunset Blvd.
Los Angeles 46, Calif.

POSTMASTER: If addressee has removed please notify sender on FORM 3547 Postage for which is guaranteed.

BULK RATE
U. S. Postage
PAID
Permit No. 240
Culver City, Calif.

The D. K. W. 3=6

Germany's Most Sensational Low Priced Car

AUTO UNION DKW

Product of the Auto Union Front Wheel Drive

Only 7 Moving Parts per Engine

WINNER

- European Touring Car Championship, 1955
- German Championship for Touring Cars
- 19 International Competitions
- 18 Victories:
- 3 First Places in General Classification
- 15 First Places in Class

Brandt & Bryant
1244 S. La Brea,
Los Angeles, Calif.

Brewster Grey
1111 American Ave.,
Long Beach, Calif.

Harris Motor Co.
2191 Thompson Blvd.,
Ventura, Calif.

Clyde King
521 E. 1st St.,
Santa Ana, Calif.

Koop Foreign Cars, Ltd.
638 W. Main St.,
Alhambra, Calif.

Lathrop G. Hoffman, Inc.
1905 S. Figueroa St., Los Angeles,
6003 Pacific Blvd., Huntington Park
9717 Wilshire Blvd., Beverly Hills

The Liliana Corp.,
445 Kalalu St.,
Honolulu, Hawaii

Nick Pastor
3451 Firestone Blvd.,
South Gate, Calif.

Harvey Mayer Motors, Inc.
2137 Harbor Blvd.
Costa Mesa, Calif.

Potter Motor Sales
8918 Garden Grove Blvd.
Garden Grove, Calif.

Pan-Am Motor Co.
309 West 31st Ave.,
Amarillo, Texas

Prescott Sports Car Center
340 So. Montezuma St.
Prescott, Ariz.

H. W. Robb & Son
454 North White
Pomona, Calif.

Satori, Inc.
143 S. Glendale Ave.,
Glendale, Calif.

Peter Satori of Calif., Inc.
325 W. Colorado St.,
Pasadena 1, Calif.

S-P Motors, Inc.
4201 Central Ave. N.E.,
Albuquerque, New Mexico

Shidler Motor Co.
9th and Broadway,
Wichita, Kansas

Suburban Motors
445 E. Anaheim
Wilmington, Calif.

Thoroughbred Car Co.
4217 N. Western Ave.,
Oklahoma City, Okla.

Sub Distr. in No. California—Western Auto Import Corp., 3600 Broadway, Oakland, Calif.

Peter Satori Co., Ltd.

Importers and Distributors, Western United States

325 W. Colorado St., Pasadena 1, Calif. SYcamore 6-0209; RYan 1-8362